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The China Mail.

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March 11, 1920, Temperature 61. Rainfall 0.60 inch. Humidity 95. March 11, 191, Temperature 66.

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BRITISH TRADE PROSPECTS IN CHINA.

[By HERBERT A. FLEET, A.M.I.E.E., in *The Empire Mail.*]

[The writer of the following important article is a well-known British electrical engineer who has travelled extensively in Europe, the Far East, Australia, South Africa, Canada, America, and other countries, where he has been actively engaged in developing British engineering enterprises. Having recently returned from China he is in an exceptional position to supply information as to the huge requirements of that market and to show the lines along which British firms can help to develope the country with advantage to China and profit to themselves. He is convinced that there is a rich harvest for those who join the movement without delay.]

One of the greatest problems which England is confronted with at the present juncture is the need for increased production of manufactured goods and machinery for exportation abroad.

Having recently returned from China, where I have been residing during the past few years, I am of opinion that the prospect of British Trade with China depends upon the activity of British enterprise in this immense undeveloped country. From my knowledge of the conditions I do wish our manufacturers would realise the possibilities of this market, teeming with people, most of whom are intelligent and skilful, who only require to be taught the use of manufactured goods, after which the demand would naturally follow. Machinery is also required to develop China's vast mineral wealth, from which the industrial nations of the world could obtain supplies of raw material.

So far as I can gather the present demand is so healthy in the home markets that manufacturers do not feel that they should worry about the cultivation of foreign fields. This is doubtless a very short-sighted policy, as in the course of the next two or three years the home fields will probably be approaching a point of saturation, and it would only be prudent if manufacturers made a cast iron rule to set aside a limited portion of their present production and regard this as "seed" to plant in China. This would in due time mature, and as the home demand became weaker they would then be established in the Orient in such a manner that whatever output they were capable of would be in demand in a field which is practically unlimited. From my knowledge of electrical progress since 1900, during which period I have been associated with large undertakings at home and abroad, the development of the use of electricity on the North East Coast in the shipbuilding and engineering industries, the electrification of the North Eastern, Mersey, and London and South Western Railways, its application in the driving of textile mills and collieries in Yorkshire, there is no doubt whatever that at present China is ripe for cultivation in the use of manufactured products and the development of industries.

FIELD FOR ELECTRICAL MACHINERY.

To assist in bringing this about manufacturers should realise the importance of having direct communication and representation in the Orient, whereby their products can be placed in the various markets and displayed in the most suitable manner to meet the local needs and taste. In the case of industrial development, their representative should be capable of submitting a comprehensive scheme embodying their latest manufactured products, the most modern methods of application, and the latest practice relative to the particular nature of the undertaking under consideration. The industrial demand for electric energy is certainly growing, and it only remains for the people to be educated in the use of Western machinery and methods to realise the various uses to which it can be applied, when the demand would increase enormously. There is a wide field for development in the large native towns and villages, where there are numerous, well-built merchants' stores and business premises. A supply would here be welcomed and there would be no great difficulty in influencing Chinese to invest capital in the development of industries once they realised the increased output which can be obtained by the use of machinery.

While in the Orient I was called in in an advisory capacity regarding the lay-out and the apparatus in connection with an electrically driven cotton mill having a capacity of 25,000 spindles. This mill is now running twenty-two hours a day and seven days a week, supplied with quite a good quality of coal (average calorific value as fired 11,000 B. Th.U.), at under 10/- per ton delivered at the mill. The turbines, boilers, machinery, motors, etc., used in the equipment of the mill, were mostly manufactured in America and supplied to a Chinese syndicate, the mill eventually being taken over by some Japanese. As the average Chinese coolie is skilful, and with tactful supervision is quick in learning to carry out methods in sequence, which finally produce a satisfactory output, from the above it can be concluded that the Japanese find it profitable to invest capital in industries where cheap local labour can be obtained, and to-day Japanese competition in cotton piece goods in India is distinctly very serious.

OBSOLETE TRANSPORT METHODS.

With regard to labour, I am of opinion there is little likelihood of trouble arising with wages. I was engaged on the electrification of a group of coal mines having an output of over 4,000,000 tons a year. These mines employ many thousand coolies, and it surprised me to learn the distance a very large number of these coolies walk to get to their work, anywhere within a radius of eight to nine miles. On the winter evenings for miles around the country would be studded with their lighted lamps as they came into work from the various surrounding villages, there being no roads or hedges, they simply make a bee-line from point to point. They are very industrious near their homes, and round these villages there is absolutely not a square yard of ground but what it is cultivated, and in many cases they grow more millet and sweet corn than they can use themselves for food, the surplus being sent to the nearest market. So long as sufficient rice is obtainable at a reasonable price to enable the Chinese coolie to get his fill, I think there is little danger of labour unrest, and the Japanese appear to realise this.

As there are no roads for transportation, in my opinion aeroplanes will figure largely in the development of China, especially in the interior, for handling merchandise, as the present method by camel trains is very slow, and the total weight carried is very small for the time taken on the journey.

The Japanese are making very rapid headway in China, and while they are in possession of Tsingtao, they have excellent facilities for distributing their goods throughout the country. The Germans made this port where steamers can go direct to the Bund or Quay to discharge their cargoes, the Bund being connected with the existing railway network of the country.

The British at present have the jurisdiction of a large stretch of territory in the Shantung province, their headquarters being near a town having a population of 200,000, situated on a large bay, which constitutes a natural harbour. This could accommodate the largest ships afloat and lends itself to the construction of a Bund or Quay for the economical handling of goods. It is within easy distance for connecting with the present railway network in China, and is not more than one hundred and fifty miles from a coal station where abundant supplies of coal are available.

INTEGRITY OF CHINESE MERCHANTS.

The Germans appear to have realised the possibilities in China some time ago, judging from the huge residences which they have been able to build and maintain. They evidently found it a very profitable field to cultivate. For some considerable time during the war they were not so closely confined as to prevent them from communicating with servants, and carrying through transactions which in some measure would assist in keeping the boat afloat until such times as supplies were again available. Therefore British manufacturers should realise that now is the time to cultivate this market and introduce British productions, and I feel sure the straightforward business methods of British manufacturers would be welcomed and would appeal to the Chinese merchants, who are most intelligent, and their integrity in business is unquestionable. They are keen in making a deal, but once the terms and conditions are agreed you can depend upon them to carry out their obligations. While an enterprise may be started under British auspices, much of the capital required may be obtained locally, either at the commencement, or by the disposal of shares at a later period. In this way British capital is freed to foster further operations. As there are others already in this field endeavouring to obtain monopolies, and as "a stern chase is a long chase," should other countries establish themselves before the British, we shall find it very much more difficult to overtake them.

A FAMILY NECESSITY.

EVERY family should be provided with Chamberlain's Pain Balm at all times. Sprains may be cured in much less time when promptly treated. Lame back, lame shoulder, pains in the side and chest, and rheumatic pains are some of the diseases for which it is especially valuable. Try this liniment and become acquainted with its qualities and you will never wish to be without it. For sale by all Chemists and Storekeepers.

KAISER'S SINISTER DIAMOND.

TRAGIC STORY OF THE "BLAZE OF GLORY."

CURSE OF THE AGES.

A great and brilliant diamond, said by tradition to have been given by King Solomon to the Queen of Sheba, which, after a career of sinister influence, was incorporated in the Prussian royal regalia, is the theme of a wonderful romance forwarded by the New York correspondent of the *Central News*.

The story of the "Blaze of Glory," as the stone was called, is perhaps the most fascinating in the history of famous precious jewels.

Engraved on one side of the diamond, by the most cunning work, is the sacred sign of King Solomon, and on the reverse a device attributed to the Queen of Sheba. The story goes that the wise King, carried away by the charm of Sheba's ruler, plucked the jewel from his turban and gave it to the Queen.

RUIN AND BLOODSHED.

Tales of the wonderful gem were carried by travellers into Persia, and the greed of the nomadic King El-Hakin II. was soon excited. He marched into the land of the unfortunate Queen, and robbed her body, which had been mutilated by his soldiers, of the blood-stained jewel. Two weeks later the Shah was murdered by a subject in his royal palace.

And so, from year to year, the diamond wrought its evil influence on every ruler, potentate, prince, and family, sooner or later, which became associated with it. Possession of the sinister gem spelt ruin, and often bloodshed, to the owner, and recent history seems to have continued its fateful tradition of misfortune.

BRANDENBURG'S PRIZE.

In the Middle Ages, the Margrave (or Marquis) de Brandenburg, whose kingdom was the nucleus around which sprang up the Prussian dynasty, in making one of his accustomed raids into the neighbouring country of Silesia, captured a Jewish merchant, whose collection of goods contained the ill-starred diamond.

Promptly the Kaiser's ancestor seized the shining gem and swore to make it adorn the crown of a great kingdom, of which his family was to be the head.

Aware of the curse the diamond carried with it, the merchant ventured to warn the marquis, but for his boldness met his death by the ruler's orders on the castle walls the same night.

WILHELM WARNED.

Apparently without great incident, the treasure was handed down from king to king until it came into the hands of the monarch now in exile at Amerongen.

It had gained the central position in the crown of the House of Prussia. Later heads of the dynasty appear to have lost sight of the tradition attached to the gem which adorned their crown.

The keeper of the Prussian jewelhouse, the late Herr Graff Zunkelhorn, a learned antiquarian, had, however, kept its fateful history in mind. He knew that to the years between 1919 and 1922 was assigned the climax in the awful record of misfortune and ruin marked out by the stone.

He implored his royal master to rid himself of the jewel when he was to be crowned King of Prussia. Wilhelm's reply was:—

"You must understand that I am crowned by the spirit of God and the will of my people. The Hohenzollerns must endure for ever. No curse of evil can harm our dynasty."

So he was crowned with the "Blaze of Glory," and is to-day in eclipse.

THIEVES CONVICT EACH OTHER.

At the Magistracy yesterday afternoon, Mr. Irving concluded the hearing in the case in which ten Chinese were charged with unlawfully receiving stolen property, to wit, a large quantity of drapery, identified as the property of a travelling draper whose premises were broken into the night of the 6th inst.

After a long time had been spent by the defendants in giving evidence against each other, his Worship decided that there was no evidence to convict the 4th, 5th, 6th and 7th defendants, and discharged them. The others were convicted. Sentence of three months' hard labour was passed in the case of Nos. 1, 2 and 9, whilst the other three (Nos. 3, 8 and 10) who had previous convictions recorded against them, were sentenced to six months' hard labour each.

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HONGKONG GYMKHANA CLUB.

NOTICE is hereby given that an Extraordinary General Meeting of the above named Club will be held on the 16th day of March 1920, at the office of the Hongkong Jockey Club at 5.30 p.m. for the purpose of considering and, if thought fit, confirming the following resolution which was passed at the Annual General Meeting of the Club held at the same place on MONDAY, February, 16th, 1920 namely:—

"That subject to the approval of the Stewards of the Jockey Club, Rule 3 of the Gymkhana Club be altered to read as at present with the addition after the word "Navy" of the words "Nor to widows who have not remarried of past members of the Gymkhana Club or to wives and un-married daughters and sisters of present members."

Should the above Resolution be duly passed, the subjoined Resolution will be proposed:—

"That widows who have not remarried of past members and wives and unmarried daughters and sisters of present members, shall (subject to the approval of a majority of the Committee) be entitled to enter and run horses and/or ponies in their own names and colours, which must be registered with the Committee before or at the same time as the entry is made."

H. B. L. DOWBIGGIN.
Hon. Secretary.

Hongkong, March 10, 1920.

NOTICE.

NATIONAL LOANS OF 3RD AND 4TH YEAR OF THE REPUBLIC.

SUBSCRIBERS to the above loans are hereby notified that arrangements have been made to proceed with their redemption by a second drawing of the Fourth Year Loan and a third drawing of the Third Year Loan. The date of the drawings and of payment will be announced by the Ministry of Finance.

F. A. AGLEN.
Inspector General of Customs.

Inspectorate General of Customs.
Peking, March 1. 1920.

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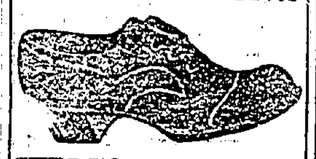
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INTERESTING DISPATCHES.

ILLUMINES STORY OF PROWESS OF ARMY.

"As a tribute to the valour of the British soldier and the character of the British nation," Lord Haig has reprinted in two volumes—one of them containing maps—the dispatches in which he informed the British Government and the British people of the prowess and progress of the British armies under his command, says *The London Times*.

As Lord Haig explains in his preface, his dispatches do not claim to be "a complete and final account," yet, "because they were put together under the immediate strain of battle while the results of the decisions and actions they recount were still undetermined . . . They possess an atmosphere of their own which gives them a definite historical importance." It is a just claim, for, as Marshal Foch states in the introduction he has written for the volumes, they are "historical documents of the highest order." They are also human documents. We can trace in them again all the deferred hopes and the long agonies of the conflict, can see in them the making of the New Armies, and can in retrospect fight again the battles which ended in the crowning victories of August to November 11, the greatest fights and the greatest successes ever known by British arms.

These dispatches are—Lord Haig informs us—published substantially as they appeared in *The London Gazette*. A few notes are added, a few minor errors corrected, and—more important—the names of divisions, which were formerly withheld from motives of secrecy, are now made known, together with the exploits which won their renown.

MARSHAL FOCH'S TESTIMONY.

In his introduction to this, "the only available official account of a most splendid and most critical period in our national existence," Marshal Foch declares:

"Written with the strictest regard for the truth and scrupulously exact to the smallest details, these reports are distinguished by their unquestionable loftiness and breadth of view. The information that they give, not only on the operations themselves, but also on the condition of the troops—on the changes made in their training and their formation during the course of the war—constitutes them historical documents of the highest order. They throw into relief the special character of each contingent that the Empire provided, the unremitting labours of the staffs, and define their respective merits. They are a record, in fact, of the work, thanks to which all ranks rapidly improved their fighting experience and professional skill, and adapted them to a struggle full of surprises." They give a picture of the enormous task devolving upon the various services charged with supplying the evergrowing needs of a modern army.

Explaining that sometimes the reports do not deal with "the underlying causes," Marshal Foch explains that this was because they could not be allowed to give to the enemy information which might be of value to him. And here he takes the opportunity to state that the dispatches do not state why the period of decision was so short while the period of attrition was so long.

"Still less do they explain the change in the decisive period when the Allies advanced to victory at the double, only to be stopped by the German capitulation at the Armistice. The results are briefly set forth, their causes are not explained. All mention of the hand which guided the instrument is omitted. We may be allowed to make good this deficiency, in which the all-important part played by the British Higher Command is lost to sight."

Marshal Foch asks who could have seen "the signs of that fatal attrition (of the German Army) in April, May, June and July of 1918.

"Was there no danger that the conflict of armies, even armies of the finest quality like that of the British, might end in disaster unless they possessed a Higher Command capable of dominating the situation . . . able to take the troops in hand again . . . to attack . . . with such violence, dash and such repeated blows as were never surpassed?"

LONG TALE OF VICTORIES.

Higher Command and staffs were, says Marshal Foch, "more than equal to their tasks." "They kept the enemy in play, they multiplied lines of resistance, they kept mobile their reserves.

Thus it was that, thanks in particular to the activities of the British Higher Command and to their grasp of the needs of the situation, more than 200 German divisions were stopped short in their offensive by a smaller number of Allied divisions, and our defensive proved to be victorious. The same must be said for the support lent by the British troops to other armies during our actual offensive.

In order to estimate the ardour and endurance of these troops during this final stage, it will be enough to mention the dates and importance of the main events:

Battle of Amiens—August 8-13, in which the Fourth Army took 22,000 prisoners and more than 400 guns.

Battle of Bapaume—August 21-September 1. Third Army and left wing of the Fourth Army; 34,000 prisoners, 270 guns.

Battle of the Scarpe—August 26-September 3. First Army; 16,000 prisoners, 200 guns.

Battle of Havrincourt and Epehy—September 12-18, Fourth and Third Armies; 12,000 prisoners, 100 guns.

Battle of Cambrai and the Hindenburg Line—September 17-October 5, Fourth, Third and First Armies, which ended in the breaking of the Hindenburg Line and in the capture of 35,000 prisoners and 380 guns.

Battle of Flanders—September 28-October 14, Second Army.

Battle of Le Cateau—October 6-12, Fourth, Third and First Armies.

Battle of the Selle—October 17-25, Fourth and Third Armies; 20,000 prisoners, 475 guns.

Battle of the Sambre—November 1-11, Fourth, Third and First Armies; 19,000 prisoners, 450 guns.

Linked up with these "hammer blows" were the actions of the French, American, and also Belgians, who struck blows which told no less powerfully in the general plan of this converging assault, extending from the North Sea to the Moselle.

Never at any time in history has the British Army achieved greater results in attack than in this unbroken offensive lasting 116 days, from July 18 to November 11. The victory gained was indeed complete, thanks to the excellence of the commanders of armies, corps, and divisions, thanks above all to the unselfishness, to the wise, loyal, and energetic policy of their Commander-in-Chief, who made easy a great combination, and sanctioned a prolonged and gigantic effort. Was it not the insight of an experienced and enlightened commander which led him to intervene as he did, with his own Government on March 24, 1918, and with the Allied Governments assembled at Doullens on the 26th, to the end that the French and British armies might at once be placed under a single command, even though his personal position should thereby suffer? In the events that followed, did he not prove that he was above all anxious to anticipate and move in perfect harmony with the general Allied plan, framed by the new Supreme Command?

On this point the dispatches contain gaps which prevent the reader from grasping all the reasons for our victory; truth compelled me to complete their account.

So explicit a statement from the pen of the Generalissimo to the active part taken by Sir Douglas Haig (as he was then) in the establishments of the Supreme Command should once and for all dispose of the malicious stories that the British leader opposed and viewed with resentment the fateful and victory-producing decision of Doullens.

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ALL ELECTRIC TRAMS Pass Entrance. Electric Lifts, Fans and Lighting throughout. European Baths and Sanitary Fittings. Hot and Cold Water System throughout. Best of Food and Service.

Telephone 373. Telegraphic Address:—'VICTORIA.'

J. WITCHELL, *Manager.*

PALACE HOTEL

KOWLOON.

(Two minutes from Star Ferry).

Recently renovated and refurnished, electric light and fans throughout and entirely under new management. Cuisine under the personal supervision of the proprietor. Bar and Billiard Rooms. Terms moderate. Special terms to families on application to

Telephone K. 3. Telegraphic Add.: "PALACE."

J. H. OXBERRY, Proprietor.

CARLTON HOTEL,

(THE ONLY AMERICAN HOTEL IN THE COLONY.)

ICE HOUSE STREET.

Under American Management. Nice and quiet yet only a few minutes walk from the Banks and Central District. 43 Bedrooms, Excellent Cuisine, scrupulously clean. Moderate Terms. Monthly and Family Rates on application to the Proprietress. Launches meet Passenger Boats.

Telegraphic Address "CARLTON." MRS. F. E. CAMERON.

TEL. 909 **ALEXANDRA CAFE** TEL. 909

18, Des Voeux Road Central. Next to Hongkong Hotel.

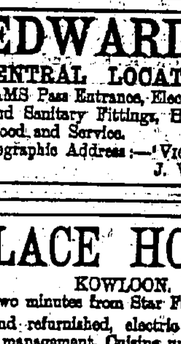
THE CAFE FOR A GOOD MEAL.

Books of Tickets are issued at $20. each.
Available for 30 Meals: Tiffin or Dinner.

Our SUPPER Speciality:
twe Poached Eggs and Fillet of Finnan Haddock.

BLUE BIRD ICE CREAM PARLOUR

AND CONFECTIONERS



CHOCOLATES
Plain Sweet Vanilla Chocolates 40 cts. per ½
Home Made Assorted Chocolates $1.40 per ½
Hershey's Nestle's and Cailler Chocolates $1.40 per ½
California "STAR" Chocolates 80 cts. per pkt.
American Chocolates $2.40 per lb.
COCOA
Imperial Cocoa .. 60 cts per ½
Fry—Rs
Guirardelli Breakfast Cocoa " 80 cts. per ½

TANG YUK, DENTIST,
Successor to
the late SIEN TING,
14, D'AGUILAR STREET.

TERMS VERY MODERATE
Consultation free.

FRENCH LESSONS

G. MOUSSION
15, Morrison Hill Road.

Hughes & Hough

AUCTIONEERS TO THE GOVERNMENT

General Auctioneers
Shave, Coal and General
Produce Brokers and
Commission Agents.

PROPRIETORS
"To-Kwa-Wan" Coal Storage.

Codes used
Bentley's
A. B. C. 4th & 5th Editions.
A 1 Telegraphic Code.

Telegraphic Address
"HUGHTON" HONGKONG.

PUBLIC AUCTIONS.

THE Undersigned have received instructions to sell by Public Auction,

(FOR ACCOUNT OF HER CONCERNED),
on
SATURDAY,
March 13, 1920, at 10.30 a.m.,
at their Sales Rooms, No. 8,
Des Vœux Road, Corner of
Ice House Street,

One "Excelsior Motor Cycle"
16 H. P. twin cylinder, complete with generator, speedometer, lamp horn, etc., guaranteed in first class running order.

Terms:—Cash.
HUGHES & HOUGH,
Auctioneers.
Hongkong, March 6, 1920.

(FOR ACCOUNT OF THE CONCERNED,)
on
SATURDAY,
March 13, 1920, at 10.30 a.m.,
at their Sales Rooms, No. 8,
Des Vœux Road, Corner of
Ice House Street,
A Large Quantity of

Dinner Crockery and Glass Ware,
&c., &c., &c.
consisting of :—
DINNER SERVICES: Blue and Gold, White Pink, &c.,
GLASS WARE: Champagne and Green Hock Glasses, Tumblers and Sundries.

Also
Baby Carriages, Ice Cream Freezers, &c.

And
Carpet Squares, Linoleum, &c.

Terms:—Cash.
HUGHES & HOUGH,
Auctioneers.
Hongkong, March 10, 1920.

(FOR ACCOUNT OF THE CONCERNED),
on
SATURDAY,
March 13, 1920, at 11 a.m.,
at their Sales Rooms, No. 8, Des Vœux Road, Corner of
Ice House Street,—
A number of lots of
CUTLERY AND E.—P. WARE
consisting of
Knives, Forks, Spoons, Sauce Boats, Toast Racks, Cruets, Vegetable Dishes, &c., &c., &c.

Also
8 Cases Smoking Tobacco in small tins,

And
A quantity of Furniture, &c., &c.

TERMS: —Cash.
HUGHES & HOUGH,
Auctioneers.
Hongkong, March 9, 1920.

(FOR ACCOUNT OF THE CONCERNED),
ON
TUESDAY,
March 16, 1920, commencing at 2.30 p.m., at their Sales Rooms, No. 8, Des Vœux Road, Corner of Ice House Street,

TEAKWOOD AND BLACKWOOD FURNITURE, BRASS AND BRASS-MOUNTED BEDSTEADS, TEAKWOOD TWIN BEDSTEADS, CARPETS, &c., &c.
comprising :—
Chesterfield Sofas, Arm-chairs (new), Folding Card and Occasional Tables, One Upholstered Suite, Bedroom Furniture, comprising Teakwood Twin Bedsteads, large and small Wardrobes, Dressing ables, and Chairs, Washstands, &c., (fumed Teakwood), Sideboards, Dinner Waggons, Extension Dining Tables and Chairs, &c., Dinner Services, Crockery, and Glass Ware, Cooking Stoves, Cutlery, &c., Bath Room Utensils, Electro-Plated Ware, Electric Reading Lamps, Blackwood and Teakwood Screens, a quantity of Blackwood Furniture, Blackwood Fire Screens, Side Tables, Chairs, Cabinets, Pictures, Carpets new and second-hand.

Also
Four Pianos, One Enamelled Bath, Camera, &c., &c.,

Terms :—Cash.
HUGHES & HOUGH,
Auctioneers.
Hongkong, March 10, 1920.

WANT ADVERTISEMENTS

25 WORDS 3 INSERTIONS, $1. PREPAID.
Each additional 5 words 4 Cents.

WANTED.

WANTED.—By an American business man, Room with two meals per day. In replying, please state transportation facilities. Address Box 1175.
C/o "CHINA MAIL."

WANTED.—FURNISHED HOUSE or FLAT, on one of the higher levels or on the Peak, by Married couple. Letters C/o "CHINA MAIL."

TO LET.

TO LET.—A GODOWN at Yaumati. Apply to The Hongkong Land Reclamation Ltd.

TO LET.—At the Peak a FIVE ROOMED HOUSE, three-quarter furnished, for 6 or 7 months. Apply Box 1177 C/o "CHINA MAIL."

FOR SALE.

FOR SALE.—RALEIGH BICYCLE, 2 speed gear, back-pedalling brake, Road racing model with mudguards, aluminum rims and reversible bars. $80 or offer. Box 1174, C/o "CHINA MAIL."

FOR SALE:—Two Belliss and Morcombe Triple Expansion 400 H. P. Engines, direct coupled to 250 K. W. Direct Current Generators or 75 cycle Alternators complete with three Boilers, Condensing Plant and Economiser. Full Specification can be obtained at the office of the Hongkong Electric Co. Ltd., St. George's Buildings. The Plant may be inspected at the Company's Works at North Point by arrangement with the office.

TO LET.

TO LET.—A SHOP in Nathan Road, Kowloon.
Apply to Humphreys Estate & Finance Co., Ltd., Alexandra Buildings.



MOST SUITABLE AND UP-TO-DATE
OFFICE
TO BE LET
IN CANTON.

The whole or part of the unused 3rd floor of the Sun Company's modern concrete building fitted with elevator, electric light and water services.

Apply to:
THE SUN CO., LTD.
Hongkong and Canton.
UNIVERSAL PROVIDERS.

PUBLIC AUCTIONS.

THE Undersigned have received instructions to sell by Public Auction,

(FOR ACCOUNT OF THE CONCERNED),
on
TUESDAY,
March 16, 1920, commencing at 2.30 p.m., at their Sales Rooms, No. 8, Des Vœux Road, Corner of Ice House Street,
A Small Consignment of
HOUSEHOLD LINENS, &c.,
Comprising :—
Turkish Towels, Bath Towels, Bath Sheets, Double Bed Sheets, Battenberg and Drawnwork Bedspreads, Table Covers, Crochet and Drawnwork Doilies.

Also
A few lots of Brass Jardinieres, Large Kinkosan Vases, Japanese Vases.

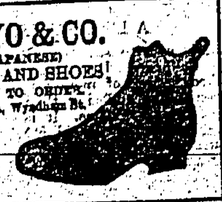
And
Two Travelling bags and Suit Cases.
(All new goods and in small lots).

Terms :—Cash.
HUGHES & HOUGH,
Auctioneers.
Hongkong, March 10, 1920.

G. R.

THE Undersigned have received instructions to sell by Public Auction,
on
WEDNESDAY,
The 17th March, 1920, at 10.30 a.m., at the Army Ordnance Department Queen's Road, East.
The following
GOVERNMENT STORES AT THE ARSENAL YARD :—
2 Typewriting machines, Brass, Lead, Zinc, Steel, Wrought and Galvanized iron, Leather, Ground Sheets, Tarred and Plain Canvas, Rope, Old Wood, Iron Drums, Cylinders, Paint Kegs, Packing Cases,
etc., etc., etc.
Catalogues can be had at the Ordnance Office or from the Auctioneers. Terms of Sale:—Cash on delivery. All Faults and errors of descriptions at Purchasers' risk, on fall of the hammer.
All lots to be cleared within 5 days,
HUGHES & HOUGH,
Auctioneers,
Hongkong.

TAIYO & CO.
(JAPANESE)
BOOTS AND SHOES
MADE TO ORDER
No. 8a, Wyndham St.



NOTICES TO CONSIGNEES

NOTICE TO CONSIGNEES.

S.S. "MAQUAN" voy 1 West.

From SEATTLE via JAPAN.

THE above mentioned vessel having arrived from the above mentioned Ports, Consignees of cargo are hereby informed that their cargo is being landed at their risk into the Hazardous and or extra Hazardous Godowns of the Hongkong and Kowloon Wharf and Godowns Co., Ltd., Kowloon, and stored at Consignee's risk.

All broken, chafed and damaged goods are to be left in the Godowns where they will be examined on 16th instant at 10.00 a.m.

All claims must be presented within a week of the Steamer's arrival here, after which they cannot be recognized.

No claim will be admitted after the goods have left the Godowns and all goods remaining underlivered after 16th instant will be subject to rent.

No Fire Insurance whatever will be effected.

Consignees are requested to send in their Bills of Lading for countersignature immediately.

FRANK WATERHOULE & CO.
As Operators, U.S. Shipping Board.
3rd Floor, Hotel Mansions.

KONINKLIJKE PAKETVAART MAATSCHAPPIJ.

NOTICE TO CONSIGNEES.

From SINGAPORE, PENANG & BELAWAN DELI.

THE Steamship
"VAN WAERWIJCK,"
having arrived from the above Ports, Consignees of Cargo by her are notified that all goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong & Kowloon Wharf & Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

Goods not cleared by the 13th March 1920, will be subject to rent.

All broken, chafed and damaged packages are to be left in the Godowns, where they will be examined on the 12th March, at 10 A.M. by Messrs. Goddard & Douglas.

Claims against the steamer must be presented in writing within ten days after arrival of steamer, otherwise they will not be recognised.

No Fire Insurance will be effected by the undersigned in any case whatever.

Bills of Lading will be countersigned by
JAVA-CHINA-JAPAN LIJN,
Agents.
Hongkong, March 8, 1920.

INTIMATIONS.

THE HONGKONG ROPE MANUFACTURING COMPANY, LTD.

THE THIRTY-SIXTH ORDINARY ANNUAL MEETING OF SHAREHOLDERS in the above Company will be held at St. George's Building, Chater Road, Victoria on THURSDAY, the 18th March, 1920, at 11 o'clock A.M. for the purpose of receiving a Statement of Accounts and the report of the General Managers for the year ending 31st December, 1919, and electing a Consulting Committee and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from SATURDAY the 13th March, 1920, until THURSDAY the 18th March, 1920, both days inclusive.

SHEWAN, TOMES & CO.,
General Managers.
Hongkong, March 8, 1920.

THE GREEN ISLAND CEMENT CO., LTD.

THE THIRTY-FIRST ORDINARY ANNUAL MEETING OF THE SHAREHOLDERS in the Company will be held at the Offices of the Company, St. George's Building, Chater Road, Victoria, Hongkong, on SATURDAY, the 20th day of March, 1920, at 11.30 o'clock in the forenoon for the purpose of receiving a Statement of Accounts and the Report of the Directors for the year ending 31st December, 1919 and declaring a Dividend.

The TRANSFER BOOKS of the Company will be CLOSED from THURSDAY, the 11th March, 1920, until SATURDAY, the 20th March, 1920, both days inclusive.

By Order of the
BOARD OF DIRECTORS.
Hongkong, March 6, 1920.

CHINA SUGAR REFINING COMPANY, LIMITED.

NOTICE.

THE FORTY-SECOND ORDINARY ANNUAL MEETING OF THE SHAREHOLDERS of the above Company will be held at the Offices of the General Agents, Pedder's Street, on WEDNESDAY, the 24th instant, at 11.30 a.m. for the purpose of receiving the Report and Statement of Accounts for the year ending 31st December, 1919.

The TRANSFER BOOKS of the Company will be CLOSED from the 10th to 24th March, both days inclusive.

JARDINE, MATHESON & Co., LTD.,
General Agents.
Hongkong, March 5, 1920.

THE CHINA PROVIDENT LOAN AND MORTGAGE CO., LTD.

THE TWENTY-THIRD ORDINARY ANNUAL MEETING OF SHAREHOLDERS in the Company will be held at the Offices of the Company, St. George's Building, No. 6 Connaught Road on SATURDAY, the 27th March, 1920, at 11 a.m. for the purpose of receiving a Statement of Accounts and the Report of the General Managers for the year ending 31st December, 1919, and electing a Consulting Committee and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from SATURDAY the 20th March, 1920, until SATURDAY, the 27th March, 1920, both days inclusive.

SHEWAN, TOMES, & CO.
General Managers.
Hongkong, March 10, 1920.

NOTICES TO CONSIGNEES

AMERICAN AND MANCHURIAN LINE.

NOTICE TO CONSIGNEES.

From NEW YORK.

THE Steamship
"SWAZI,"
having arrived, Consignees of Cargo are informed that all Goods are being landed at their risk into the Hazardous and/or extra-hazardous Godowns of Holt's Wharf, Kowloon, whence delivery may be obtained.

No claims will be admitted after the goods have left the Godown, and all goods remaining undelivered after 12th March, will be subject to rent.

All claims against the Steamer must be presented to the Undersigned on or before March 20th, 1920, or they will not be recognised.

All broken, chafed and damaged Goods are to be left in the Godowns where they will be examined on any Tuesdays & Fridays between the hours of 10.45 a.m. and noon, within the free storage period.

No Fire Insurance will be effected.

THE BANK LINE, LIMITED.
General Agents.
Hongkong, March 6, 1920.

A. KWAI & CO
15 & 19 Connaught Road Central, HONGKONG.
"NAVY CONTRACTORS"
Ship-Chandlers, Coal Merchants, Sail-Makers, General Storekeepers AND Soap and Soda Manufacturers.
Cable Add. "AKWAI". Tel. No. 1261.

THE GOVERNMENT'S COAL PROPOSALS.

The proposals of the Government regarding the coal industry formed the subject of a statement by Sir A. Geddes in the House of Commons on Monday, the 22nd ulto. Sir A. Geddes summarised the situation by stating that increased capital employed in the development of the industry must be remunerative; that the Sankey wage must be regarded as part of the working expenses; and that as the coal of some collieries is retained in the country for sale at a low and unremunerative rate, those collieries which are benefitting by a large export trade at the present high rates, should be made to contribute to the relief of the firms supplying coal for use in this country. The coal industry remained controlled and will so remain till August next. The Government, it is said, is endeavouring to arrive at an agreement with coalowners on the lines suggested above, in order to make the inland collieries self-supporting. It is intended that special contribution to be exacted from the exporting collieries, and the compensation granted to the inland collieries should as nearly balance as possible, and a fair and equitable distribution of the total profits of the industry be arrived at. In the event of an agreement not being found possible, the Government will formulate its own proposals. In either event the scheme will be embodied in a Bill and laid before the House after it reassembles. The difference between home and export prices for coal is about 30s. at the present time.—*Engineering.*

OVERCOMING INFLUENZA.

How After-Effects are Dispelled.

The most serious difficulty that confronts all who fall victims of influenza is the problem of ridding their systems of the after-effects of the disease. Even in those cases where the attack is light, the after-effects are obstinate and severe. Normally bright and cheerful people become depressed and melancholy, their hair falls out, food causes distress and sleep is broken and unrestful. They develop 'nerves,' and sudden noises startle them.

The blood is the body's most dependable weapon in the fight against disease, and when the enemy is as violent as influenza the blood generally becomes spent and impure.

No time should be lost in strengthening the system and at this time a reliable blood-builder, such as Dr. Williams' pink pills, is the best remedy for regaining health. Dr. Williams' pink pills contain the necessary elements that go towards increasing and enriching the blood supply, and while they are doing this the starved nerves are fed and toned up by the new blood. At the same time the tonic properties of these pills strengthen the stomach, and make digestion easy.

If you are suffering from the after-effects of influenza, or are in weak health owing to any other cause traceable to impure watery blood or disordered nerves, NOW is the time to begin Dr. Williams' pink pills for pale people. They are obtainable from druggists everywhere, or post free, one bottle for $1.50, six for $8/-, from Dr. Williams' Medicine Co., 98 Szechuen Road, Shanghai.

INTIMATIONS

HONGKONG TRAMWAY COMPANY, LIMITED.

(Incorporated in the United Kingdom)

NOTICE IS HEREBY GIVEN that the COLONIAL (Hongkong) REGISTER of the Company will be CLOSED from TUESDAY, 16th March, 1920, to WEDNESDAY, 14th April, 1920, both days inclusive.

By Order of the Board of Directors.
W. E. ROBERTS,
Secretary.
Hongkong, March 8, 1920.

THE HONGKONG ELECTRIC COMPANY, LIMITED.

THE Consumers of the Company will be notified individually if their fuses are not suitable for the current supplied during next Summer and they are requested to take no notice of advertisements to the contrary issued by any other persons than the Hongkong Electric Co., Ltd.

GIBB, LIVINGSTON & CO.
Hongkong, March 10, 1920.



A Welcome Visitor at any time in every household. Every Bug, Flea, Beetle, Moth, Fly, etc., *dies* once it has come into proper contact with

KEATING'S

"WALLA WALLA" Launches at Blake Pier. Night and day service.

NOTICES.

THE MOTOR UNION INSURANCE COMPANY, LIMITED
AND
THE UNITED BRITISH INSURANCE COMPANY, LIMITED.
FIRE, MARINE, LIFE and MOTOR ACCIDENT.
For Rates and Particulars apply to the General Agents
UNION TRADING CO., Prince's Building.

GREEN ISLAND CEMENT CO., LD.

PORTLAND CEMENT.

In Casks of 375 lbs. net.
In Bags of 350 lbs. net.

SHEWAN, TOMES & CO.
GENERAL MANAGERS.

JUST ARRIVED
Ladies' Trimmed and Untrimmed HATS for Summer
Latest Style.
Prices to suit all purses.
POHOOMULL BROS.
TELEPHONE 2468. 36, QUEEN'S ROAD CENTRAL.

THE HOTEL ASIA
WEST BUND, CANTON.

The highest building in Canton affording a panoramic bird's eye view of the whole city and suburbs.

Large and airy rooms, Elevators, Electric Lights and Fans installed.

Hot and cold water service fitted, Excellent Cuisine, Bar and Billiard room, Roof Garden, Cinematograph Theatre and every modern convenience provided.

Special monthly and family rates can be arranged on application to

THE SUN CO., LTD.,
Proprietors.

NEW YORK'S LEADING HOTELS
JOHN McE. BOWMAN PRESIDENT



LONG HING & CO., PHOTO SUPPLIES, Kodaks and Kodak Films, &c. &c.
DEVELOPING & PRINTING A SPECIALITY.
No. 17A, QUEEN'S ROAD CENTRAL, HONGKONG.

These Cigarettes are made of selected Mild leaf tobacco and quite harmless to those who are accustomed to inhale.

NANYANG BROTHERS TOBACCO CO.
165, Des Voeux Road, - - Hongkong.



六 龍 巷 鑫 仰 德 版 凡 天 華 氣 商
行 中 福 發 共 紅 者 及 下 人 來 洋
五 馬 總 行 飛 圖 勝 同 製 製 勝 香
號 百 輪 所 區 貨 售 號 造 香 烟

ROBERT PORTER & SON'S
BULL DOG BRAND
GUINNESS' STOUT

PINTS per case of 8 dozen $30.
per dozen $3.80

SPLITS per case of 12 dozen $32.
per dozen $2.75

SOLE AGENTS:—
A. S. WATSON & CO., LTD.,
WINE AND SPIRIT MERCHANTS.
HONGKONG.
TEL. 616.

Wm. Powell Ltd
TELEPHONE 346

JUST RECEIVED
SPRING
HATS
Semi-trimmed Straws.

INSPECTION INVITED.

MARRIAGES.

JAROSKE—WALKER.—On March 3, at Shanghai, Harold P. Jaroske of the U.S. Consulate, to Nessa, elder daughter of Mr. and Mrs. Maurice J. Walker (formerly of Chinkiang).

DEATHS.

LOEHR.—On January 18, at Nashville, U.S.A., Rev. Geo. R. Loehr, aged 64, son-in-law of the late Dr. Y. J. Allen.

TURNER.—On February 26, at New Orleans, U.S.A., Mrs. Henry S. Turner (Mary Louise, second daughter of Mrs. Y. J. Allen).

MYERS.—On February 28, at Pagoda Anchorage, William Wykeham Myers, M.B., C.M., H.B.M. Vice-Consul and Customs Medical Officer, in his 74th year.

The China Mail.

"TRUTH, JUSTICE, PUBLIC SERVICE."

HONGKONG, THURSDAY, MARCH 11, 1920.

CHINESE CALENDAR.

Someone in Canton writes to the *Far Eastern Political Science Review* defending the retention of the old calendar in China, and protesting against the revolutionary attempt to force upon the people the official or foreign calendar. Those who wished for this change, in the opinion of the writer reviewed, "must be ranked with the short-sighted and brainless theorists who are advocating the adoption of foreign socialism in China." A nasty one for Dr. Sun. It only remains now for some Cantonese to call him a Bolshevik. It is argued in this article that China's venerable customs and social organizations, conservatively cherished, save her from strange fads, imported experiments, and foreign domination. There is point in that; but it is not enough for the champion of the old style of reckoning time. In the Treaty ports, which don't count against the welfare of the vast residuum of China, it may be convenient to synchronise dates; but for the bulk of the Chinese the old ways are the best. "How," he demands, can the Chinese live and act without this old cherished calendar, which indicates the date favourable to commercial enterprise, the time to get married with the greatest chances of happiness." This review is a bi-lingual one, and the French version has it: "qui donne le jour ou l'on peut prendre femme avec les plus grandes chances de bonheur." Apparently the old calendar has merits of the "fortune telling" sort, though we do not see how it is more apt that way than our own. "Is a Chinese irresolute regarding the conclusion of an important commercial transaction? Immediately he will consult the old calendar and find the adequate answer which will end his irresolution." So far as we know both, we regard the two calendars as equal in this matter. Does an Englishman contemplate gambling in local stocks, and desire the omens? Quite simple. Immediately he will refer to the almanack, to see if the month has an unlucky 13 in it. Any month with a 13 in it is a bad month in which to gamble. There must be something about the old Chinese calendar we haven't detected, for this writer assures us that for any contemplated journey it will indicate the safest route, "where no accident will be possible." That makes the eagerness displayed by our Chinese servants at New Year, for Chinese calendars, more understandable. They believe in "times and seasons." There is a time to work, a time to be industrious, a time to be civil, and time to be honest. Let us hope they will find those times in the old calendar, and we will gladly excuse them for preferring it before the new.

ADVERSARIA.

A PROTEST.

Intelligent readers, those who take the *China Mail* for its adversaria, and for them only, would know what to think of the impudent and stupid editorial note that disfigured the top of this column yesterday. Who cares what "the editor and nine-tenths of the staff" think? That they considered the lofty morality and literary dignity of yesterday's adversaria "insane" merely indicates their imperviousness to pure reason, their animalian prejudice, or their over-mastering ambition to run with the rabble.

GHOSTS.

Not that the Adversarian claims, or was ever likely to claim, to be always right. He was wrong in his pig-headed disbelief in ghosts, for instance. He met a ghost in Pedder Street yesterday. It was the ghost of a man who died seven or eight years ago. It shook hands with him, and there was no feeling in the hand it offered. It was a gaseous invertebrate. It said it had been trying to get into communication with him for some time. Even if communication with the spirit world be possible—even granting that it be true—the Adversarian does not want to take part in it. He can get along without it. Remarking something about a "strangled sailor lying on the stairs," in a very hollow voice, this ghost vanished. The occurrence took place in broad daylight, and is here simply and truthfully reported.

GUILTY KNOWLEDGE.

Yesterday's police court case, in which a licensed truck-driver was employed by thieves to loot a beer godown, and very innocently aided their impudent theft, recalls the story of the policeman passing an allotment garden late one night, when it was all but dark. A man was there pulling up vegetables, and he naturally turned his bull's-eye on the stooping figure. "Ah, good evening, officer," said the man. "If you'll be good enough to show a light for a few minutes, I'll be happy to give you a few heads of the finest celery you ever saw. I've been silly, and left this job too late." The obliging officer held the light while the man filled his sack, and thanked him for the promised cumshaw. His feelings at the Station next day, when the owner of the garden lodged a report that it had been robbed, were what may well be termed mixed.

THE WEATHER.

A few days ago, you may remember, we said that the Clerk of the Weather, then giving us cold, raw, unseasonable days, Must Go. Have you noticed how the weather suddenly turned warm? "The paper that gets things done" has once more shown how influential it is.

AT LAST.

The true formula is at last discovered, that should abolish much hot air, and simplify the issue between Capital and Labour for ever. It comes from America, the home of shrewd thought and terse expression:

The Wrong: Hitherto the method of dividing production has been that Labour was given no more than just enough to make it carry on, while Capital took the rest.

The Remedy: Capital should take just enough to make it worth while to carry on, and divide the rest among Labour.

When this is done, we shall hear no more of Bolshevism or Socialism or Direct Action, etc. Instead of fixing a Minimum Wage, fix a Maximum Profit. That seems to put the policy in a nut-shell. You will still need the nut-crackers, of course.

PUNCTUATION.

Do they teach punctuation nowadays? The modern generation seems to think it does not matter. Handling much "copy," we find a disinclination to use the period, or full-stop, a stupid extravagance in commas, and an almost total disregard of the colon and semi-colon. The habit of writing a "dash" indicates uncertainty as to the correct punctuation mark. The writer should think how he would wish his effusion read aloud. A comma should indicate a pause of one second's duration, a semi-colon two seconds, a colon three, and a period four. We find this in a humorous weekly, headed "No Point:"

A funny old man told this to me
I fell in a snowdrift in June said he
I went to a ball game out in the sea
I saw a jelly-fish float up in a tree
I found some gum in a cup of tea
I stirred my milk with a brass key
I opened my door on my bended knee
I beg your pardon for this said he
But 'tis true when told as it ought to be
'Tis a puzzle in punctuation you see

A BIT OF ERUDITION THROWN IN.

It may not be generally known that the semi-colon was in Greek what we called the "question mark," the note of interrogation. The top half of "?" is the bottom half of ";". *Koolon* is Greek for "limb." Comma means a bit cut off, so that it would be quite correct to ask for a comma of bread, or sausage.

THE SPRIG HAS CUB, THE FLOWERS ARE ID BLOOD.

The mango trees in the barrack yard in Queen's Road have been in bloom for nearly two weeks. The azaleas opposite the Bank are out. Topside the gardens are lovely, no less than three different whites having replaced the camellias. There are also various new reds in profusion. Here and there a ginger-bloom lingers. The papayas have lost their foliage. There are two flower shows per annum in our town, and only one of them has a brass band and a fashionable attendance. The other is the nicer.

A CHIT.

On our desk this morning, this chit: "The Adversarian is some prophet alright. He said that C. and R. M.G.' They are shortly going to England together." H'm. This will be one of those absences that make the heart grow fonder.

ANOTHER.

In our correspondence column we publish a sarcastic obit about an ordinary newspaper lie in Tuesday's issue. We don't know who J.W.T. is, but we are glad there is a man amongst us who reads with his mind, and can analyse. We would be gladder if we felt sure he would be as incredulous about all the lies he has read about other great men, such as Lenine and Trotski.

HUMAN NATURE.

One of our contributors ceased to contribute at the end of the year. By a most remarkable coincidence, he is now telling all his friends that the *China Mail* has been unreadable since the New Year.

LOCAL AND GENERAL.

To-day's dollar is worth 5s. 3¼d.

Undelivered cargo by the s.s. West Sequana becomes subject to rent from to-morrow.

Cargo by the s.s. "Yokohama Maru" must be cleared by to-morrow or rent be will charged.

The American Consul General has received a telegram from Yunnanfu from Lieut. Colonel Drysdale, Military Attache of the United States at Peking, indicating that Mr. Sheldon, the American missionary who has been imprisoned by bandits for some time in Yunnan, has been released. No details of the negotiations carried on by Colony Drysdale have as yet been received.

When a Chinese youth was this morning, charged before Mr. Irving, with unlawfully returning from banishment, after having been sent away last year for a period of ten years, he pleaded "guilty" and said he came back to ask his mother for some money, Sergt. Ogg said the defendant was convicted for larceny in September, 1918, and again in October, 1919, for assault, and banished for ten years. He returned a few days ago. Sentence of 12 months' hard labour was passed.

A Chinese against whom a previous conviction was proved, was this morning sentenced by Mr. N. L. Smith to three weeks' hard labour for the unlawful possession of a coal scuttle, described by the Police as brand new. He said he met a marine hawker yesterday, and the latter offered the scuttle to him at very low price. Thinking of making a little profit on it by re-selling, he bought it from the hawker. He did not know it was stolen property. His Worship did not believe the story, and convicted him.

Mr. N. L. Smith this morning sentenced a Chinese to six weeks' hard labour for the theft of a bag of rice from a cargo boat. He pleaded "not guilty" when the charge was read to him. The prosecution said he was employed on a towing launch which was engaged in towing a junk leaden with bags of rice. A man on the junk who had absconded, was seen to throw the bag of rice on to the launch as it made alongside the wharf, and the defendant was immediately grabbed, but the other got off during the confusion which followed the defendant's arrest.

While an elderly coolie, apparently an opium smoker, was engaged in carrying a heavy load outside the Hongkong Kinema Theatre, he suddenly collapsed, and lay huddled up on the ground. Other coolies lifted him up, and put him against a tree. The ambulance was 'phoned for, but up to the time one of our reporters left the scene, it had not appeared; not that it would have been of any assistance to the unfortunate man if it had, for he was "dead to the world" a few minutes after he collapsed. It was apparently a case of heart failure.

Among those who left the Colony to-day by the Tenyo "Maru," were Mr. J. H. N. Mody, Mr. C. G. Purdue, A. S. P., Mr. W. Ray of Queens College and Bishop Otiaz of Guam, who has been attending the Conference here. Passengers by the Empress of Russia included the Hon. Mr. Claud Severn, C.M.G., Dr. C. W. and Mrs. McKenny, the Rev. P. G. B. Hastings, Naval Chaplain, Mr. C. B. Buyers, superintending engineer of the Peak Tramway, Mr. and Mrs. Henry Humphreys, Mr. and Mrs. W. E. L. Shenton, Mr. and Mrs. F. M. Hurley, Mr. and Mrs. O. E. Griffin Lt. Col. G. B. Crisp.

Memo. of Cargo Shipped per Mackinnon, Mackenzie & Co. Agents P. & O. S. N. Co. s.s. "Kashmir" on March 8: For London, 754 H/Chs. tea, 157 bales waste silk, 747 rolles mats, 25 cases Chinaware, 1 box ramil fibre, 2 cases silks, 1 case rice picture, 4 cases preserves, 12 cases furniture and effects 100 cases star aniseed, 50 cases cantharides, 62 cases hairstumps, 2 barrels salt meat, 32 bags bismuth ore, 601 packages gum olibanum. For Lyons, 74 bales raw silks. For Marseilles, 2 cases blackwoodware, 52 cases Chinaware, 11 cases silks, 50 bales waste silk, 10 bales raw silk, 100 bales bamboo splits. For Port Said, 20 boxes silk punjum.

OPEN LEAGUE BASKET BALL.

Played at Y.M.C.A. Gymnasium Wednesday, the March 10, American Athletic Club 50, Queen's College White 7, U.S.S. "Helena" 37, University B 8. Scores are as follows:—

A. A. C. 50, *v.* QUEEN'S COLLEGE WHITE 7.

B. F. T. P.		B. F. T. P.
1 0 2 0	Morse lf Chau	0 1 2 1
6 0 1 1	Church rf Ng	0 0 0 0
13 1 2 0	Routh c. Laun	2 0 1 0
2 1 2 0	Lloyd rg Wong	1 0 1 1
2 0 1 0	Cuckow lg Leung	0 0 2 1
24 2 8 1		3 1 6 3

Referee, K. D. Yang. Umpire, Ko Sik Wai, Timekeeper, Luk, Scorer, Mohler.

U.S.S. "Helena" 37, *v.* UNIVERSITY B.

B. F. T. P.		B. F. T. P.
1 0 1 0	Creer R. F. Sling	1 0 0 0
4 0 0 0	Best L. F. Pao	2 2 1 0
5 0 2 0	O Brine C. Cheah	0 0 0 0
4 0 3 1	Grant R. G. Hu	0 0 0 0
2 0 1 0	Schurman	
	L. G. Wong	0 0 0 0
2 0 0 0	Skivaski Res. Oon	0 0 0 0
0 1 2 0	Gordon Res. Kong	0 0 0 0
18 1 9 1		3 2 1 0

Referee, Ko Sik Wai, Umpire, J. L. McPherson, Timekeeper, Luk, Scorer Lok I.

Explanation of Scoring table, B, the number of baskets or goals thrown from the field, F, the goals thrown from free trial as penalty for fouls, T, Technical foul, F, personal foul, holding or unnecessary roughness, etc.

The opening games of the Hongkong Basketball League will played on March 9 and 10 in the Y.M.C.A. Gymnasium.

The results are as follows: South China 19; University "A" 3; American Athletic Club 50; Queen's White 7; U.S.S. "Helena" 37; University "B" 8.

The standing of the League is as follows at present:

The American Athletic Club 2 points.
U.S.S. "Helena" 2 points.
South China 2 points.
University "A" 0 points.
University "B" 0 points.
Queen's Whites 0 points.
I.R.C. 0 points.
Y.M.C.A. 0 points.
Queen's Red 0 points.

BIG FINE.

At the Magistracy, before Mr. Irving this morning, a Chinese was charged with the unlawful possession of 294 1/2 taels of prepared non-Government opium valued at $3,594. Mr. Turner appeared for the defence and said he would plead guilty to possession, but in doing so, he would like to point out to his Worship that the defendand was not the principal in the case. He was merely an agent of the principal who was in the country at the time of the accused's arrest. Counsel said he asked for a remand on the previous hearing because he thought there was a possibility of communicating with the defendant's employer and get him to come down from the country and admit ownership of the opium and pay the fine, but he was sorry to say that the owner of the opium could not be prevailed upon to come to Hongkong. Under the circumstances, he would ask his Worship to take the fact that the defendant was only an agent, into consideration when passing sentence. Inspector Kent said that as the result of certain information received. Sergt. Cockle went to the first floor of No. 8, Ah Chung Lane and on the strength of warrant searched the place. In the two rattan bags (produced), the key to which the defendant produced, he found the drug. The Inspector said he was sure the defendant would not be able to pay the full penalty which is a fine of nearly $36,000, ten times the value of the drug. If the defendant's master were here, might be able to pay the fine, but as it was, it no no use pressing for the full penalty. The defendant was in physical possession of the drug at the time of the raid, whether or not he was the owner of the drug was another thing. His Worship imposed a fine of $10,000, or, in default, 12 month's hard labour. Needless to say, the defendant preferred to do the 12 months.

CRICKET.

The following will represent H.K.C.C. v University (league fixture) on the Club ground next Saturday at 2.15 p.m.:—E. J. R. Mitchell (Capt.), C. Blaker, R. A. Brand, A. Burnie, E. W. Day, R. A. Green, P. Jacks, A. K. Mackenzie, W. W. Mackenzie, P. G. de Paravicini, H. S. Philp.

BILLIARD CHAMPIONSHIP.

To-morrow night (Friday) at 8.30 p.m. Mr. A. G. Pile will meet Lt. T. B. Golding.

This game should be worth watching as Golding is considered a serious contender for the title.

There will be no game to-night.

BANKRUPTCY COURT.

FIRE AND FAILURE.

The Chief Justice, Mr. H. H. J. Gompertz, sat in Bankruptcy Court, this morning.

In the matter of Chan Yuk Shan, trading as Yung Hau, the Official Receiver in making application for adjudication said a creditor's meeting had been held but passed no resolution, electing the Official Receiver to do as he thought fit. He wished to explain the circumstances to His Lordship. On the 14th day of the 8th moon a fire took place in the debtor firm's place of business and the whole of the firms assets went up in smoke with the exception of a small amount of tea. Very heavy insurance had been effected and $14,000 was collected from various insurance companies. The petition as drawn up showed two partners, Chan Yuk Shan and Wong Yeung Po. At the preliminary enquiry held by the Police they stated there were eleven partners. On looking through the books he (the Official Receiver) had discovered that since the fire took place at least two of the partners had received their capital back.

His Lordship: You found there were more partners?

The Official Receiver: Yes, I have discovered that two other partners besides the two mentioned were paid out shortly after the fire. They were not big partners.

The various claims date before the fire?—Yes. I have also discovered that the petitioning creditor is a brother-in-law of Chan Yuk Shan and his business premises are just opposite the debtor firm. Therefore I think it must be taken that he knew the details of the composition of the firm. Since the fire took place $14,000 insurance has been received and they have also collected about $5,000 book debts. Two Summary Court actions were brought against the firm and in consequence this petition was brought by a creditor. I have been able to collect so far $1,200 in book debts and perhaps I may be able to collect $100 more. A sum of $18,000 has been disposed of somehow or other. As far as I can see it has been paid away to various people who were partners, or were alleged to be creditors.

His Lordship: It looks as if an offence had been committed under the Bankruptcy Ordinance.

The Official Receiver: Yes, it does.

Will you be in a position to persuade any of the creditors to put in a petition against the firm?—I have done my best in that respect and nothing has come of it.

If I dismiss this petition now—it would be inadvisable because you have some assets?—It would be against the interest of a large number of creditors who have proved.

His Lordship: I am not going to make adjudication and it would be inadvisable to dismiss the case. I will let it stand over *sine die*.

GAMBLERS FINED.

As the result of a raid made by Sergt. Cockle of the Wanchai Police, on the second floor of No. 11 Wing Foong Lane last night, 24 Chinese were arrested for gambling. They were taken to No. 2 Police Station, and allowed out on Police bail of $5 each. This morning 21 of them appeared before Mr. Irving charged with gambling. One of them was also charged with keeping a common gaming house. Mr. A. E. Hall who appeared for the alleged keeper, said he was prepared to admit gambling, but he would deny keeping a common gaming house. Inspector Kent who prosecuted, said he was prepared to accept that plea, and withdraw the charge of keeping a common gaming house. When the charge was read to the defendants, they all pleaded "guilty." A fine of $3 each was imposed, and $5.69 found on the gambling table was confiscated. In the case of the three absent men, their bail in the sum of $5 each was estreated.

FOOTBALL.

H.K.F.C. v. ST. JOSEPH'S COLLEGE.

The following team will represent the Hongkong Football Club in their match versus the St. Joseph's College (Semi-Final Hongkong Challenge Shield) on Saturday the 13th inst. at 4.30 p.m. G. Rodger, A. Black, M. Tonkin, M. L. Railton (Vice Capt) J. Stewart J. W. McPhail, J. B. Hamilton, T. Neal, J. Stalker, J. Rodger, K. E. Ris.

The following will represent the H.K.F.C. 2nd eleven versus the St. Joseph's College at 2.30 p.m. on the Club Ground on Saturday the 13th inst. McKenzie: Gerrard: Jones: Ogilvie, Weyman, Matthews: Filger, May, Zeverijn, Boysen and Meffer.

A LIFE SAVER.

IT is safe to say that Chamberlain's Colic and Diarrhoea Remedy has saved the lives of more people and relieved more suffering than any other remedy in existence. It is known all over the civilized world for its speedy cures of cramps in the stomach, diarrhoea and all intestinal pains. For sale by all Chemists and Storekeepers.

THE FUTURE OF THE U.S. MERCHANT MARINE.

HOW IT MAY BE HANDICAPPED.

The return of normal competition in shipping and new prominence of the United States in world commerce make the operation of our war built merchant fleet an important problem in our national policy, the National Bank of Commerce in New York declares in the January issue of its magazine, Commerce Monthly. Despite our lack of experience in international shipping, there is an evident determination to develop our maritime opportunities instead of depending on other nations as in the past, the bank says.

Such development is possible for this country, the bank believes, only if our merchant fleet is privately owned and operated and if the restrictions of our present maritime laws which cripple United States shippers in competition with other nations, are removed.

"It is generally recognised that the permanent development of our merchant marine can be best accomplished through private ownership and operation." Commerce Monthly says. "Competition in the field of overseas trade, in normal times on the economic basis of profit from services rendered demands a measure of individual freedom of judgment and breadth of experience that cannot be had under Government control.

"Sound policy, therefore, requires the withdrawal of the Government from the field of shipping as rapidly as circumstances permit. In the fulfilment of the policy, however, there are certain difficulties which must be overcome. There is, first of all, the question of the price at which the Government-owned ships should be disposed of. The price for which the Government sells its shipping can have little relation to cost, but must be determined on the basis of the domestic and foreign demand and market prices for shipping.

"It would seem clear that the only basis on which new capital may be made available for the development of out merchant marine is the prospect of earning reasonable returns on investment. Before a broad field of investment can be made available to the shipping industry, however, the quality and security of ship mortgages, which are now subject to a variety of prior liens, must be improved and standardised. Furthermore, to assure U.S. shipping a more nearly equal basis of competition imposed by our navigation laws, which tend to increase unduly the relative costs of of operation, may well be considered.

"As for governmental assistance in the development of a merchant marine, the United States has never followed the policy of granting general bounties or subsidies on either construction or operation. It must be understood, however that the coastwise trade of the United States has since 1817 been reserved exclusively to American-built ships operating under the United States flag. During the war the exclusion of foreign shipping from our coastwise trade was suspended under a system of Shipping Board permits, but it again becomes effective after the conclusion of peace. Tho significance of our coastwise shipping in the development of a merchant marine is often overlooked. In 1914 the United States tonnage in foreign trade was hardly more than a million gross tons, but the tonnage in the coast trade totalled 61 millions. Our total tonnage was much less than that of Great Britain but exceeded the tonnage of any other country. This coastwise marine forms a nucleus of interest, shipping experience and capital investment, which in good measure must be relied on in developing a permanent ocean-going merchant marine under the United States flag.

"With the restoration of requisitioned tonnage to private control, and the employment of Government owned shipping in peaceful activities the United States marine has become important in the movement of ocean-borne commerce. Whereas, in 1914, 8.2 per cent. in value of the exports of the United States were carried in United States bottoms, during the present year there has been a steady increase in the percentage of exports so carried, from 23.3 per cent. in January to 45 per cent. in September.

"In estimating the present strength of U.S. shipping, however, due account must be taken of the character of the tonnage itself. The war emergency led to the construction of a considerable number of wooden ships. It is doubtful whether under competitive conditions, they will be found permanently serviceable in the overseas trade, although they may possibly be utilised to advantage in carrying domestic traffic. During the war, moreover, a considerable number of steel vessels of small tonnage was constructed. It is generally recognised that under normal competitive conditions in overseas trade large vessels are more efficient and economical than smaller ships. It should be noted moreover, that as regards construction since the war, the Shipping Board has corrected its policy to provide for ships of larger tonnage."

CORRESPONDENCE.

WROTE SARCASTIC.

[To the Editor of the *China Mail*.]

Dear Sir,—I should like to congratulate you on the little stamp story in your Tuesdays issue. It is nice to think that we can keep in touch with the doings of the truly great so far removed from the centre of things.

His Majesty must have enjoyed the joke tremendously but must have been rather puzzled to know which Bank the Collection was put in especially as Sir Henry was not anywhere near Ceylon at the time.—

Yours faithfully,
J. W. T.

Hongkong, March 11, 1920.

TOO LATE.

[To the Editor of the *China Mail*.]

Sir,—Will you kindly allow me a space in your widely read newspaper to inform Mr. Walters of H.M.S. Hawkins, that Kid Dencio challenged any one in the Colony on the 5th instant and as no one wanted to fight I did not cancel his passage. He sailed this morning per the s.s. "Tenyo Maru" for America, in quest of the World's Championship and I trust that no one will say that the Filipino Champion refused to fight in Hongkong for we were quite willing to show to our local "fight fans" that our "Kid" can really fight.—The challenge appeared in to-day's issue of the Morning Post.

Yours etc.,
A FILIPINO.

Hongkong, March 11, 1920.

MATERNITY HOSPITAL.

[To the Editor of the "China Mail."]

Sir,—It was good news to read in your Saturday issue that "it looks as if a time might shortly dawn when Europeans in Hongkong will have nothing to complain of as far as hospitals are concerned." That there has been ample cause for complaint in the past is a fact that no one will deny. Women, who for one cause or another, have had to go to hospital for their confinements, have had to face the alternative of going to the Government Civil Hospital, which during half the year at any rate, is hot and poisy, or to the Peak Hospital which in many cases entails an expenditure out of all proportion to their incomes.

It is to be hoped that the dawn will not be long delayed, as the need is a crying one, in these days of high rents and "shortage of housing accommodation. The Women of the Colony should leave no stone unturned to prove that they have the matter deeply at heart, for the sake of our fellow workers, our children and the future of our Colony and Empire.

Enclosing my card.—I remain etc.,
WOMAN WORKER.

THE COMMODORE.

[To the Editor of the "China Mail."]

COMMODORES OFFICE,
March 11th, 1920.

Dear Sir,—In reply to your telephonic enquiries regarding the appointment of the new Commodore, I beg to inform you that Commodore V. G. Gurner has been informed by the Admiralty that the period of appointment of Commodore, Hongkong, has been shortened from 3 to 2 years. Commodore Gunner will, therefore be relieved in May next.

The new Commodore appointed is Commodore William Bowden-Smith, C. B. E. and as far as is known in my Office saw Service during the war as follows:—

From outbreak of war till May, 1916, commanded H. M. S. "Russell" (Battleship) and served as Flag Captain to the then Rear-admiral Stuart Nicholson, M. V. O, and Sydney Freemantle, M.V.O. In May, 1916, served as Flag Captain to Admiral Sir Geo. A. Callaghan, G.C.B., G.C.V.O., Commander-in-chief at the Nore. Augut 1916, commanded the cruiser "Carnarvon" and May, 1918, commanded the Light Cruiser "Satelite."

Commodore Bowden-Smith in recognition of his services was awarded the C.B.E. in May 1919.

Trusting that this information may be of interest to the public.

Yours, faithfully,
R. S. HOLBORN.

EXCHANGE AND MISSION FUNDS.

[To the Editor of the "China Mail."]

Sir,—As is well known, the high rate of exchange is placing all Mission Boards in a very serious position.

May I therefore, through the courtesy of your columns, make a special appeal for the funds of the London Missionary Society, for which collections are to be taken next Sunday at Union Church.

Hongkong owes more to the London Mission than is perhaps generally realised to-day. It was here on the ground almost from the outset of the Colony's history, and maintained Christian ordinances for Europeans, as well as the evangelistic, medical and educational work which still continues.

Its basis is as broad as possible, no denominational restriction being laid either on its agents or its converts. Christians of all Protestant Churches, including those established by law, united in its formation more than 120 years ago, but since then most of the denominations have organised Mission work of their own which naturally absorbs their interest.

To every such effort in its place all of us wish God speed, but the catholic claim of the London Mission ought not to be overlooked, particularly in China, where it was the earliest of Protestant Missions and held the almost impossible ground for long single-handed.

Every Mission at work in China is indebted to its pioneers for the first Chinese grammar, dictionary and translation of the Bible. These have been the foundation of all subsequent work; in developments from it the Mission has always taken an honourable share, and literature at large, is under infinite obligation to a distinguished agent of the Society in Hongkong for what is still the standard English edition of the Chinese classics.

The Home Churches which support the Society are making noble efforts to meet the parlous situation created by the doubling or trebling of the sterling value of the dollar, but the trouble is and must continue to be severe. I cannot but think that if the facts were realised this Colony would do more for its oldest and broadest Mission than is possible by the somewhat casual method of a Sunday's collections in a single congregation.

I do not overlook the support given locally to the Alice Memorial group of hospitals. That however is all locally expended and amply returned to the locality in ministrations to the poor, the training of nurses, and other ways. The general funds of the Mission do not benefit from this source, and, as there seems to be no-one else to appeal on their behalf at this time of strain, I venture to do so on my own initiative, and shall be glad to acknowledge any contributions large or small which may be sent to my care.—Yours, etc.,

J. KIRK MACONACHIE.

Union Church,
March 11, 1920.

SOVIET MARRIAGE AND DIVORCE.

SOVIET MARRIAGE.

The Russian Republic henceforth recognizes civil marriage only. Civil marriage is performed on the basis of the following rules:

1. Persons who wish to contract marriage declare (their intention) orally or by a written statement to the department of registration of marriages and births at the city hall (regional, district, township, Zemstvo institutions), according to the place of their residence.

Note. Church marriage is a private affair of those contracting it, while civil marriage is obligatory.

2. Declarations of intention to contract marriage are not accepted (a) from persons of the male sex younger than eighteen years, and of the female sex, sixteen years of age; in Transcaucasia the native inhabitants may enter into marriage upon attaining the age of sixteen for the groom and thirteen for the bride; (b) from relatives in the direct line, full and half-brothers and sisters; consanguinity is recognized also between a child born out of wedlock and his descendants on one side and relatives on the other; (c) from married persons, and (d) from insane.

3. Those wishing to contract marriage appear at the department of registration of marriages and sign a statement concerning the absence of the obstacles to contracting marriage enumerated in Article 2 of this decree, and also a statement that they contract marriage voluntarily.

Those guilty of deliberately making false statements about the absence of the obstacles enumerated in Article 2 are criminally prosecuted for false statements and the marriage is declared invalid.

4. Upon the signing of the above-mentioned statement the director of the department of registration of marriages records the act of marriage in the book of marrige registries and then declares the marriage to have become legally effective.

When contracting marriage the parties are allowed to decide freely whether they will henceforth be called by the surname of the husband or wife or by a combined surname.

As proof of the act of marriage, the contracting parties immediately receive a copy of the certificate of their marriage.

5. Complaints against the refusal to perform marriage or incorrect registration are lodged, without limitation of time, with the local judge in the locality where the department of registration of marriage is; the ruling of the local judge on such complaint may be appealed in the usual way.

6. In case the former books of registration of marriages have been destroyed, or lost in some other way, or if for some other cause married persons cannot obtain a certificate of their marriage, those persons are given a right to submit a declaration to the respective department of registration of marriages, according to the place of residence of both parties or one of them, to the effect that they have been in the state of wedlock since such and such a time. Such declaration is attested, in addition to the statement stipulated by Article 3 by a further statement of the parties that the book of registration has really been lost or that for some other sufficient cause they cannot obtain a copy of the certificate.

SOVIET DIVORCE.

1. Marriage is annulled by a petition of both parties or even one of them.

2. The above petition is submitted, according to the rules of local jurisdiction, to the local court.

Note. A declaration of annulment of marriage by mutual consent may be filed directly with the department of registration of marriages in which a record of that marriage is kept, which department makes an entry of the annulment of the marriage in the record and issues a certificate.

3. On the day appointed for the examination of the petition for the annulment of marriage, the local judge summons both parties or their solicitors.

4. If the residence of the party who is to be summoned is unknown, the petitioner is allowed to file the petition for annulment of marriage in the place of residence of the absent party last known to the petitioner, or in the place of residence of the petitioner, stating to the court, however, the last known place of residence of the defendant.

5. If the place of residence of the party who is to be summoned is unknown, then the day for the trial of the case is set not earlier than the expiration of two months from the date of the publication of a notice of summons in the local Government gazette, and the summons is sent to the address of the last known place of residence of the defendant, given by the petitioner.

6. Having convinced himself that the petition for the annulment of the marriage really comes from both parties or from one of them, the judge personally and singly renders the decision of the annulment of the marriage and issues a certificate thereof to the parties. At the same time, the judge transmits a copy of his decision to the department of registration of marriages where the annulled marriage was performed and where the book containing a record of the marriage is kept.

7. When annulling a marriage by mutual consent, the parties are obliged to state in their petition what surnames the divorced parties and their children are to bear in the future. But when dissolving the marriage by the petition of one of the parties, and in the absence of an understanding about this matter between the parties, the divorced parties preserve their own surnames, and the surname of the children is determined by the judge, and in case of disagreement of the parties, by the local court.

8. In case the parties are agreed on the matter, the judge simultaneously with the decision of annulment of the marriage, determines with which of the parents the minor children begotten of the marriage shall live, and which of the parents must bear the expense of maintenance and education of the children, and to what extent and also whether and to what extent the husband is obliged to furnish food and maintenance to his divorced wife.

9. But if no understanding shall be reached, then the participation of the husband in furnishing his divorced wife with food and maintenance when she has no means of her own or has insufficient means and is unable to work, as well as the question with whom the children are to live, is decided by a regular civil suit in the local court, irrespective of the amount of the suit. The judge, having rendered the decision annulling the marriage, determines temporarily until the settlement of the dispute, the fate of the children, and also rules on the question of the temporary maintenance of the children and the wife, if she is in need of it.

10. Suits for adjudging marriages illegal or invalid belong henceforth to the jurisdiction of the local court.

11. The operation of this law extends to all citizens of the Russian Republic irrespective of their adherence to this or that religious sect.

12. All suits for annulment of marriage which are now tried in ecclesiastical consistories of the Greek-Catholic and other denominations, in the governing synod and all other institutions of Christian and non-Christian religions, and by officials in charge of ecclesiastical affairs of all denominations, and in which no decisions have been rendered, or the decisions already rendered have not become legally effective, are declared by reason of this law null and void, and are subject to immediate transfer to the local district courts for safekeeping, with all archives in the possession of the above mentioned institutions and persons having jurisdiction in divorce suits. The parties are given the right to file a a new petition for the annulment of the marriage according to this decree without awaiting the dismissal of the first suit, and a new summons of absent parties (Paragraphs 4 and 5) is not obligatory if such a summons was published in the former order.—*N. C. Daily News.*

BRITISH OFFICERS ON UNITED STATES SHIPS

A matter of the greatest interest to officers of the British Mercantile Marine has been raised by the movement in the United States in favour of the officering of American vessels by American officers only. The secretary of the Imperial Merchant Service Guild has received an important communication from a British officer in New York upon this subject. He points out that as many British officers at present out of employment are contemplating crossing the "Herring Pond" to take service in the American Mercantile Marine, it is desirable to lay before them very clearly the danger in which they stand. Owing to the scarcity of merchant skippers and officers during the war, the United States Shipping Board issued provisional licences—which have become known in seafaring circles as "Red Ink" licences—for the manning of the United States merchant vessels. The recipients of these licences were mainly foreigners, and it is asserted that the greater bulk of them were British officers, for whom the American shipowner appears to have a preference. This course is now being strongly opposed by various societies of Mercantile Marine officers in America, and there seems to be a distinct probability that the policy of American officers for American ships will soon become a fixed principle in the United States.—*Journal of Commerce.*

LIST OF PASSENGERS.

DEPARTURES.

Per s.s. *Empress of Russia*, from Hongkong: Mr. C. E. Atwood, Mr. J. T. Asquith, Mr. and Mrs. O. F. Alleman, Mr. E. N. Armstrong, Mr. and Mrs. J. H. Botello, Mr. A. Botello, Mrs. G. K. Bingham, Mrs. Mary Beckley, Mr. and Mrs. Walter D. Brownell, Mr. and Mrs. H. B. Beckley, Miss A. Borremeo, Mr. Chas. Buyers, Mr. and Mrs. G. Borromeo, Mr. J. G. Bluhn, Mr. Kirby Clough, Mr. J. H. Cooper, Mr. G. B. Cockren, Mr. J. S. Cairns, Mr. W. H. Clark, Mr. R. J. Coggeshall, Mr. and Mrs. R. Coderberg, Lieut.-Col. G. B. Crisp, Mr. A. S. D. Cousland, Mr. D. S. Cooper, Mr. J. D. Courtney, Mr. H. F. Campbell, Mr. H. P. Crane, Mr. T. Crosthwaite, Mrs. Paula Davis, Mr. Sheridan Downey, Mr. J. E. Doty, Miss M. Elliott, Mr. J. W. Earley, Mr. A. E. Forman, Mr. D. Fidden, Mr. F. Fairman, Mr. A. M. Frame, Mr. and Mrs. A. E. Griffin, Mrs. H. G. Gerin, Mr. Jas. Geary, Mr. E. F. Garahl, Mr. and Mrs. G. G. Griggs, Mr. and Mrs. A. M. Hurley and three children, Miss M. K. Hastings, Mr. F. Halroyd, Mr. and Mrs. Henry Humphreys, Mrs. J. K. Hart, Rev. F. G. B. Hastings, Mr. J. E. Hope, Mr. Eric Herrick, Mr. Oliver Healey, Mr. A. Humphreys, Mr. E. Hedays, Mr. A. A. Herschler, Mr. Winfield H. House, Mr. E. Holden, Mr. H. L. Jennings, Mr. W. A. Kearton, Miss Key, Mr. S. F. Lightner, Mr. and Mrs. E. A. Long and child, Miss E. C. Leith, Mr. J. H. Lambert, Mr. and Mrs. F. Larkins, Capt. W. G. Martin, Mr. and Mrs. Jose Montes, Mr. R. M. Miller, Mr. E. H. Mohanani, Dr. and Mrs. C. W. McKenny, Mrs. G. B. Moffat, Mr. and Mrs. W. M. Milne, Mr. Wm. C. Muir, Mr. J. R. Marsh, Mr. M. V. Merchant, Mr. H. E. Mody, Master Geo. Murphy, Mr. H. M. McTavish, Mr. D. C. Nixon, Mrs. Florence Newcombe, Mrs. W. R. Noble and infant, Mr. and Mrs. John F. Nichols, Mr. and Mrs. R. Negre, Miss R. A. Negre, Dr. F. V. Nemecek, Mr. E. H. Nesmith, Mr. Chas. Nopper, Mr., Mrs. and Miss Owen, Mr. and Mrs. B. R. Powrie and child, Miss J. Paterson, Mr. and Mrs. G. A. Plimpton, Mr. Duncan Paterson, Mrs. S. Pollard, Mrs. M. Pans, Mr. F. H. Peatty, Mr. Plempton, Dr. Jno. M. Peiers, Mr. T. W. Ranchandani, Dr. and Mrs. F. R. Rogers, Mrs. F. A. Redmond, Mr. P. W. Ramsey, Mr. D. M. Robertson, Mr. Benbow Rowe, Mr. and Mrs. A. T. Steiner, Mr. and Mrs. W. E. L. Shenton and child, Mr. A. Stock, Mr. and Mrs. Strassman, Lieut. J. F. Salter, M. F. R. Sites, Mr. J. L. Salmon, Mr. T. W. Shearstone, Mr. R. R. Sage, Mr. S. Wyatt Smith, Hon. Dr. Chaud Severn, C.M.G., Mr. Louis D. Stones, Mr. H. M. Spit, Mr. J. D. Steele, Mr. W. A. Sareka, Mr. Hamilton Smith, Mr. and Mrs. H. E. Smith, Miss Mildred Smith, Mr. Carlos Toda, Miss L. E. Techirch, Mrs. R. H. Travers, Miss F. Travers, Mr. G. R. Thomas, Mr. and Mrs. Tinker, Mr. Erneste Vidal, Mr. M. H. Varn, Mrs. H. Wilson and three children, Mr. J. C. White, Capt. A. J. Wilcox, Capt. E. H. Williams, Mr. and Mrs. F. T. Williams, Mr. C. A. N. Williams, Mr. W. A. Wilson, Mr. and Mrs. Monteith Webb, Mrs. W. B. Walker and son and Mr. Seth Zorab.

Mr. J. H. N. Mody gave a dinner and dance at the Craigengower Club last night, to members and friends.

TO-DAY'S ADVERTISEMENTS.

G. R.

1920-21.

SEALED TENDERS will be received at the R. N. Hospital, until 10 a.m. on the 20th March, 1920, from persons desirous of supplying Beef, Mutton, Fowls, Pork, Bread, Cheese, Pure Cow's Milk, Aerated Waters, Ice and other provisions, and necessaries for the year ending 31st March, 1921.

Printed Forms of Tender and further particulars can be obtained at the R. N. Hospital.

The right to reject the lowest or any Tender is reserved.

C. V. WOODWRIGHT,
Surgeon Captain, R.N.

R. N. Hospital, Hongkong,
March 11, 1920.

FOR SALE.

FOR SALE.—One Sulzer Diesel Engine 300 H.P. direct coupled to a 200 K.W. Alternator. Full Specification can be obtained at the office of the Hongkong Electric Co Ltd., St. George's Buildings. The Plant can be inspected at the Company's Works, Wing Fung Street, Wanchai. The Company are prepared to accept an offer for Engine without the Alternator.

PUBLIC AUCTION.

THE Undersigned has received instructions from Messrs. THORESEN & Co., to sell by Public Auction on

TUESDAY, the 18th May, 1920, at 3 p.m.

at his Sales Rooms, Duddell Street,

The Steamer "DAGMAR"

as she now lies in the Menam River, Bangkok, with all her machinery, gear and appurtenances, etc.

1457 tons gross Reg.
921 tons net Reg.

1800 tons deadweight capacity on 17 feet mean draft. Speed 10 knots.

This Steamer went ashore in the Gulf of Siam, was salved, and towed to Bangkok, where she was dry-docked and patched up.

Inspection orders on application to the East Asiatic Co., Ltd., Bangkok.

The Steamer to be at purchaser's risk after fall of hammer, when purchase money is to be paid.

For full particulars apply to
GEO. P. LAMMERT,
Auctioneer.
or
Messrs. THORESEN & Co,
Hongkong.

When a play
runs for three years
at one theatre,
with packed Houses
all the time,
it is
a pretty guarantee
the the show
is a good one!
This was the case
with "BLUE JEANS,"
the screen version of which
is on to-night
at the CORONET.

NOTICES.

NEW DELIGHTFUL DISHES.

Libby's can be made with FOOD PRODUCTS



Special Pears in heavy syrup per tin 60 cts.
" Peaches " " " " 60 cts.
Brisket of Beef " " 60 cts.
Sliced Dried Beef per glass 35 cts.
" Bacon " " 80 cts.
Vienna Sausages per tin 40 cts.
Veal and Ham Loaf " " 40 cts.



Spaghetti with Tomato ... " " 35 cts.
Lunch Tongue " " 80 cts.
Corned Beef No. 1 size ... " " 60 cts.
Red Alaska Salmon " " 35 cts.
Chili con Canne with Beans " " 25 cts.
Mammoth Asparagas ... " " 55 cts.



New LIBBY'S recipes by W. H. BRUN, "Cheerio" made had on application.

LANE, CRAWFORD & CO.

NEW DANCE RECORDS.

JUST RECEIVED.

THE ANDERSON MUSIC COY. LTD.

(THE COLUMBIA SHOP)

16, DES VŒUX ROAD CENTRAL. TEL. 1322.

SHEWAN, TOMES & CO.

MOTOR DEPARTMENT.

DISTRIBUTORS FOR:

COLE, DODGE AND OLDSMOBILE CARS, FEDERAL TRUCKS-FISK TYRES, HARLEY-DAVIDSON MOTORCYCLES, ARROW, BRENNAN, JACOBSEN, MEITZ, RED WING, ROBERTS, & VENN-SEVERIN MARINE ENGINES.

We stock Spare Parts also carry a complete line of Auto-Accessories and Motorboat Fittings.

MOTOR CAR STORAGE AND Repairs of all descriptions under European supervision. Re-painting a specialty.

INQUIRIES AND INSPECTION INVITED.

Call at our Motor Garage
No. 7 Russell Street OR Phone 659.

NOTICE.

We have just received fresh stocks of all CUTEX preparations. CUTEX is absolutely the last thing in manicure. Try it.

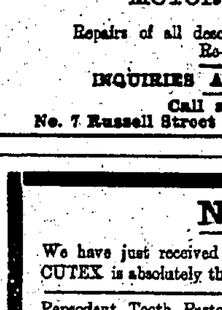
Pepsodent Tooth Paste, the scientific new departure in Dental Preparations. Prices lowered by high exchange.

COLONIAL DISPENSARY.

14, Queen's Road Central. Telephone No. 1877.

TANSAN "Choicest of all Choice Mineral Waters"

Do you know



That TWO HUNDRED AND ONE of the most eminent physicians of America petitioned Congress a few years ago to admit Tansan free of Custom's charges?

That Tansan has carried off the HIGHEST AWARDS at every Exhibition where it has been shown in competition with most of the best known waters in the world?

That Tansan will counteract the injurious effects of bad whisky?

That the Tansan Spring is open to inspection to any one desirous of seeing this remarkable water issuing from its source?

For particulars apply to

SOLE AGENTS:—

GANDE, PRICE & CO., LTD.,

WINE MERCHANTS,

Tel No. 125. 6, QUEEN'S ROAD, CENTRAL.

SHIPPING

HONGKONG, CANTON & MACAO STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD. AND THE CHINA NAVIGATION COMPANY, LIMITED.

HONGKONG-CANTON LINE.

Sailings:—To Canton daily at 8 a.m. (Sundays excepted) and 10 p.m.
From Canton daily at 8 a.m. (Sundays excepted) and 8 p.m.

SERVICE OF THE HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

SAILINGS:—
To Macao daily at 9 a.m. (Saturdays at 2 p.m.)
From Macao daily 2 p.m. (Sundays at 6 p.m.)

Police Permits to leave the Colony are not required.
Further information may be obtained at the COMPANY'S OFFICE, Hotel Mansions, or from Messrs. Thos. Cook & Son, Booking Agents, Hongkong.

DODWELL & COMPANY, LTD.

STEAMSHIP SERVICES.
Regular Sailings to NEW YORK via Panama Canal.

S.S. "MUNCASTER CASTLE"

Sailing on or about March 16th.

LLOYD TRIESTINO

BRINDISI, VENICE & TRIESTE

S.S. "PILSNA"

Sailing on or about March 29th.

NANYO YUSEN KAISHA, Ltd.

(SOUTH SEA MAIL S. S. CO.)

Regular Services between
FOR JAVA.
S.S. "BORNEO MARU"..... On 17th March.

JAPAN, HONGKONG & JAVA

FOR JAPAN,
S.S. "RIOJUN MARU"
Sailing on or about March 21st.

OCEAN TRANSPORT Co., Ltd.

(TAIYO KAIUN KAISHA.)

Steamship Services Trans-Pacific.
Also to Australia, Europe, etc.

NATAL LINE OF STEAMERS

TAKING Cargo on through Bills of Lading to South AFRICAN PORTS with transhipment at CALCUTTA.
in conjunction with the
INDO-CHINA STEAM NAVIGATION CO., LTD.
AND APCAR LINES.
For Freight or Passage on any of the above Lines apply:—
DODWELL & CO., LTD., Agents.

IRON AND STEEL PRODUCTS

BEST TERMS COMPLETE STOCK.
(ESTABLISHED 1880). SINGON & CO. (TELEPHONE 515).

O. S. K.

OSAKA SHOSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON, ANTWERP, ROTTERDAM & HAMBURG—Monthly direct service via Singapore and Port Said.
ANDES MARU Middle of March.
CELEBES MARU (Call Marseilles)....Middle of April.

GENOA & BOMBAY—Monthly service. Taking cargo on through Bills of Lading with tran-shipment at Bombay to Co.'s steamer.

BUENOS AIRES—Rio de Janeiro, Santos, Mauritius, Durban and Cape Town via Singapore.
TACOMA MARU Thursday, 1st April.

BOMBAY & COLOMBO—Regular fortnightly service via S'pore.
SAIGON MARU.....Wednesday, 17th March.
GANGES MARU Wednesday, 24th March.

SAIGON, BANGKOK & SINGAPORE—Regular Monthly service.
UNNAN MARU.....Thursday, 1st April.

SYDNEY, & MELBOURNE—Monthly service taking cargo to New Zealand and Pacific Islands.
MADRAS MARU.....Thursday, 11th March.

VICTORIA & VANCOUVER—Tacoma via Manila, Keelung, Shanghai, Nagasaki, Moji, Kobe, Yokkaichi & Yokohama.
ARABIA MARU (Call Shanghai) Tuesday, 6th April.
MANILA MARU (Call Shanghai) Tuesday, 20th April.

KEELUNG via SWATOW & AMOY—These steamers have excellent accommodation for 1st and 2nd class saloon passengers and will arrive at and depart from the O.S.K. wharf near the Harbour Office.
AMAKUSA MARU.....Sunday, 14th March.

TAKAO via SWATOW and AMOY.
SOSHU MARU.....Saturday, 13th March.

JAPAN PORTS—Moji, Kobe Yokkaichi, Yokohama.

For sailing dates and further particulars please apply to—
Y. YASUDA, Manager. No. 1, Queen's Building.
Tel. No. 744 and 745.

For MELBOURNE via SYDNEY, QUEENSLAND PORTS (Including PORT DARWIN), SANDAKAN & MANILA.

EXCELLENT PASSENGER SERVICE.

S. S. "HWAH PING"
Sailing on about 15th March.
For Passage and Freight apply to:—
THE CHINA & AUSTRALIA S. S. CO.,
Agents.
119, Connaught Road, Central.

SHIPPING

C. N. C.

CHINA NAVIGATION CO., LTD.

SAILING SUBJECT TO ALTERATION.

FOR	STEAMER	TO SAIL
WUHU	HOIHOW	Mar. 12, Noon.
SHANGHAI	TSAN	Mar. 12, at 4 p.m.
SHANGHAI	KWEILIN	Mar. 13, D'light.
WEIHAIWEI & TIENTSEN	HUNGHOW	Mar. 13, at 3 p.m.
SWATOW & BANGKOK	CHENGTU	Mar. 16, at 8 a.m.
AMOY, SHANGHAI & FUKOW	ICHANG	Mar. 16, at 4 p.m.
SHANGHAI	SINKIANG	Mar. 18, Noon.

SHANGHAI LINE.—PASSENGERS, MAIL and CARGO. Excellent Saloon accommodation amidships. Electric Light and Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong, Shanghai (thrice weekly) and Tsingtao (weekly), taking cargo on through Bills of Lading to all Yangtsze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transhipment at Woosung.
BANGKOK LINE.—Weekly service to and from Bangkok via Swatow.
For Freight or Passage apply to—
BUTTERFIELD & SWIRE,
Telephone No. 26. AGENTS.

THE ADMIRAL LINE

PACIFIC STEAMSHIP COMPANY

Operating the following U.S. Shipping Board Steamers.

For SEATTLE, TACOMA, VICTORIA, VANCOUVER.
(Calling at Shanghai and Kobe):
"ELKTON" About March 17th.
"ELDRIDGE" About April 2nd.
"CITY OF SPOKANE" About April 28th.
"ICONIUM" About May 25th.
"CROSSKEYS" About June 2nd.

For PORTLAND Direct.
(Calling at Shanghai and Kobe).
"ABEROOS" About March 12th.
"PAWLETT" About March 29th.
"COAXET" About April 17th.
"WABAN" About May 15th.
Through Bills of Lading issued to Overland Common Points.

FOR FREIGHT AND PARTICULARS APPLY TO:
THE ADMIRAL LINE,
Telephones 2477 & 2478. Fifth Floor, Hotel Mansions.

FOR NEW YORK & BOSTON.

THE U. S. SHIPPING BOARD.

S.S. "SAGAPORACK"
About MARCH 8th.
Via PANAMA.

S.S. "WINJAH"
About APRIL 10th.
Via PANAMA.

S.S. "WEST WIND"
About APRIL 17th.
Via PANAMA.

S.S. "DRYDEN"
About APRIL 17th.
Via PANAMA.

For freight, space and particulars apply to:—
THE ADMIRAL LINE,
TELEPHONES 2477 & 2478. AGENTS 5TH FLOOR HOTEL MANSIONS.

LOS ANGELES PACIFIC NAVIGATION COMPANY.

DIRECT
THROUGH SERVICE TO ALL OVERLAND POINTS
VIA
PORT OF LOS ANGELES, CALIFORNIA, U.S.A.

Operating the following FAR EASTERN SERVICE for the account of the United States Shipping Board.

S. S. "WEST MONTOP," loading about March 15th.
S. S. "WEST HIKA," loading about April 15th.

Through rates quoted and through Bills of Lading issued to all overland points in the United States.

OFFICES:—SINGAPORE, MANILA, SHANGHAI, KOBE.
HONGKONG OFFICE:—3rd Floor, Prince's Buildings, Chater Road, Telephone No. 1062.

CHAS. E. RICHARDSON, General Agent for South China.

TOYO KISEN KAISHA.

SAN FRANCISCO LINE.

SHANGHAI, INLAND SEA, JAPAN and HONOLULU.
FAST AND LUXURIOUS MAIL STEAMERS.
Sailings from Hongkong—Subject to change without notice.

Steamers	tons	Leave Hongkong.
TENYO MARU	22,000	11th March.
SHINYO MARU	23,000	1st April.
§SIBERIA MARU	20,000	1st April (from Yokohama).
*PERSIA MARU	9,000	19th April.
KOREA MARU	20,000	3rd May.

§ From Kobe. *Omitting call at Shanghai.

SOUTH AMERICAN LINE.

HONGKONG to VALPARAISO Via JAPAN, HONOLULU, SAN FRANCISCO, SAN PEDRO, SALINO CRUZ, BALBOA, CALLAO, ARICA and IQUIQUE.
Thence by Trans-Andean Route to Buenos Aires.

Steamers	Tons	Leave Hongkong:
ANYO MARU	18,500	March 13th.
SHINYO MARU	14,000	May 11th.
KIYO MARU	17,200	July 12th.

Tickets are interchangeable with the Canadian Pacific Ocean Services, Ltd. and the Pacific Mail Steamship Co.
Passengers may travel by rail between ports of call in Japan free of charge.

FREIGHT SERVICE.

Direct Freight Service to CUBA and NEW ORLEANS, via San Francisco, Balboa and the Panama Canal.

Steamers.	Leaves Hongkong.
KOYO MARU	last half of February.
CHOYO MARU	April or May.

For all information as to rates, freight space, sailings, etc., apply to—
T. DAIGO, MANAGER,
Telephone 2374 and 2375. King's Building.

SHIPPING

CPOS

SAILINGS
HONGKONG to VANCOUVER
(via Shanghai, Nagasaki ("Moji) Kobe & Yokohama)

STEAMERS	From Hongkong	Due Vancouver
Empress of Russia ...	Mar. 11	Mar. 29
Empress of Japan ...	Mar. 29	April 19
Empress of Asia ...	April 8	April 26
*Monteagle	April 15	May 10
Empress of Russia ...	May 6	May 24
Empress of Japan ...	May 26	June 16
Empress of Asia ...	June 3	June 21
Monteagle	June 4	June 28
Empress of Russia ...	July 1	July 19
Empress of Japan ...	July 20	Aug. 16
Empress of Asia ...	July 29	Aug. 16
*Monteagle	Aug. 5	Aug. 29
Empress of Russia ...	Aug. 26	Sept. 13
Empress of Japan ...	Sept. 14	Oct. 5
Empress of Asia ...	Sept. 23	Oct. 11

Passage Fares Hongkong to United Kingdom.
EMPRESS OF RUSSIA 16,150 Tons Reg. / EMPRESS OF ASIA 16,830 Tons Reg. — EMPRESS OF JAPAN 6,000 Tons Reg. Gold $353.00 / MONTEAGLE 6,163 Tons Reg. Gold $485.00
Fares & sailings subject to change without notice.

For Fares and other information please apply to,
HONGKONG OFFICE.
Telephone 752. Cable address: G4CANPAC.

CANADIAN PACIFIC
OCEAN SERVICES

CHINA MAIL S.S. CO., LTD.

FREIGHT AND PASSENGERS.

"NANKING" (15,000 tons). "NILE" (11,000 tons). "CHINA" (10,200 tons).

SAILINGS FROM HONGKONG FOR
SAN FRANCISCO
VIA SHANGHAI, JAPAN PORTS & HONOLULU.

"NANKING" March 25th, 1920. "NILE" May 15th 1920. "CHINA" March 20th 1920.

AN UNSURPASSED HIGH CLASS PASSENGER SERVICE.

O. H. RITTER, Freight and Passenger Agent.
Prince's Buildings, Ice House Street. Tel. 1234.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG & SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good Accommodation for First Class Passengers. Electric Light and Fans in Staterooms and Saloons. Excellent Cuisine.

SWATOW, AMOY & FOOCHOW
AND RETURN.
(Occupying 9 to 10 Days)

STEAMSHIP	CAPTAIN	LEAVING.
HAIHONG	Capt. W. C. Passmore....	TUESDAY, 16th March at 1 p.m.
HAICHING	Capt. A. H. Stewart.....	FRIDAY, 19th March at 1 p.m.

SWATOW, AMOY.
Arrivals and Departures from the Company's Wharf (near Blake Pier).
For FREIGHT and PASSAGE apply to—
DOUGLAS LAPRAIK & Co.
General Managers.

AMERICAN & ORIENTAL LINE.

FOR BOSTON & NEW YORK.
S.S. "LUCERIC" via Suez. April 20.

ORIENTAL AFRICAN LINE.
INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN direct or with transhipment at CALCUTTA and/or COLOMBO.

For particulars apply to:—
THE BANK LINE, LTD.,
MANAGING AGENTS.

"ELLERMAN" LINE.

(Ellerman & Bucknall Steamship Co., Ltd.)

JAPAN, CHINA AND STRAITS
TO
UNITED KINGDOM & CONTINENT.

FOR PARTICULARS OF SAILINGS SHIPPERS ARE REQUESTED TO APPROACH THE UNDERSIGNED.

For	Steamer	Sails.
LONDON AND ROTTERDAM	"SWAZI"	11th March.
LONDON AND ANTWERP...	"CITY OF NORWICH"	27th April.
LONDON	"KAZEMBE"	25th May.

Subject to change without notice.
Or to REISS & Co., Canton. THE BANK LINE, LTD General Agents.

NEW YORK DIRECT.

JOINT SERVICE OF THE
"BLUE FUNNEL" LINE
(OCEAN S.S. CO., LD. & CHINA MUTUAL S.N. CO., LD.)
AND
AMERICAN & MANCHURIAN LINE
(ELLERMAN & BUCKNALL S.S. CO., LD.)

SAILINGS FROM HONGKONG.

†"CHARLTON HALL"	via Panama	31st March.
"JASON."	via Suez	10th April.

†Calls at Havana.
Steamers proceed via Suez Canal or Panama Canal at Owners' option.
Subject to change without notice.
For freight and particulars apply to
BUTTERFIELD & SWIRE or THE BANK LINE, LD., HONGKONG.
HONGKONG & CANTON REISS & CO., CANTON.

SEARCH FOR BRITISH OIL.

LAST YEAR'S OPERATIONS.

A report has been issued by the Petroleum Executive reviewing the the progress made during the past year with the drilling for oil which is being carried on by Messrs. S. Pearson and Son Ltd., on behalf of the Government in Derbyshire, North Staffordshire, and Scotland. The position at the end of 1918 was that eleven drilling sites had been selected—seven in Derbyshire. Actual drilling had, however, been commenced at only three of the wells. All the sites were selected as a result of careful geological research, in order to test the most favourable structures and preparations were made to carry the wells down to a depth of 4,000ft. if necessary.

At the present time work is in progress at all the sites, and most of the wells have been carried to considerable depths, the deepest being Renishaw, which has now reached a depth of 3,645ft., two other wells are over 3,000ft deep, and five others are between 2,000ft. and 3,000ft. The total number of feet drilled during the past year amounts to 25,753, or an average of 8.8ft per well per day, based on the number of days the various wells have been in operation. During the last six months the work has been retarded by difficulties in obtaining casing and other material owing to delays in railway transport. A large number of "fishing" jobs (recovery of lost tools, &c.) have been necessary, some of which have been of special difficulty under exacting conditions, but in these the work is well in hand.

In order to make a thorough test of the Derbyshire district, a chain of seven wells was planned, covering a distance of approximately twenty miles. The results so far obtained have been satisfactory. Oil has been struck in the Hardstoft well at a depth of 3,077 feet, and has to flow steadily. Up to the present time 1,900 barrels (of thirty-five imperial gallons) of crude oil have been obtained from the well and put into storage. Some time ago an attempt was made to insert a pump at this well, but owing to an accident to the pump-rods very little actual pumping was done, and the recovery of the broken rods and pump has been a long and difficult task, which is not yet completed.

Since oil was first struck on May 27, 1919, indications of oil have also been met with in several of the other wells. Considerable quantities of natural gas have been encountered; at Heath a flow of gas amounting to 400,000 cubic feet per day was met with.

Both of the most southerly wells—Ironville Nos. 1 and 2—have reached the carboniferous limestone, and in both cases shows of oil were met with at approximately the same horizon as at Hardstoft, although not in commercial quantities. Drilling was continued at both wells further into the limestone, with the interesting result that at Ironville No. 1 further shows of oil were not met with after the drill had penetrated nearly 500 feet into the limestone. The position at Ridgeway, in the extreme north, is that this well has reached the limestone without having so far encountered any signs of oil.

The two wells in North Staffordshire are about eight and half miles apart in the neighbourhood of Stoke-on-Trent. Seepages of oil have been known to occur in the coal mines in this district although so far none have been met with in the borings.

The Midlothian sites are at West Calder, about twenty miles south-west of Edinburgh, and at D'Arcy, eight miles south-east of Edinburgh. The structure at both location is very favourable for the conservation of any oil which may exist. Encouraging results have been obtained at West Calder, where shows of oil were met with at the following depths: At 630 feet were sands which showed a trace of oil; at 650 feet a show of heavy black oil was obtained upon the drilling tools; at 945 feet gas encounted, with an intial estimated flow of 50,000 cubic feet per day, and at 1,165 feet was a sand also showing a trace of oil. D'Arcy has only just been commenced.

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"ARRATOON APCAR"	4,500	16th Mar.	

EASTERN & AUSTRALIAN SAILINGS (South)

"ST. ALBANS"	4,500	28th April	Sandakan, Thursday Island, Cairns, Townsville, Brisbane, Sydney & Melbourne.

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DAKAR MARU... End of April.
TSUYAMA MARU End of April.

LIVERPOOL & MARSEILLES via Singapore, Colombo, Suez and Port Said.

CALCUTTA MARU Wednesday, 17th March.
TOBA MARU Beginning of April.

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TANGO MARU Sunday, 28th Mar. at 11 a.m.
NIKKO MARU Wednesday, 21st April, at 11 a.m.

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BOMBAY & COLOMBO via Singapore.

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SHINKOKU MARU Sunday, 28th March.

CALCUTTA & RANGOON via Singapore & Penang.

HAKODATE MARU Tuesday, 23rd March.

JAPAN PORTS—Nagasaki, Kobe & Yokohama.

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AKI MARU Saturday, 17th April, at 11 a.m.

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HAGANO MARU Tuesday, 16th March.
TAMBA MARU... Thursday, 25th March, at 11 a.m.

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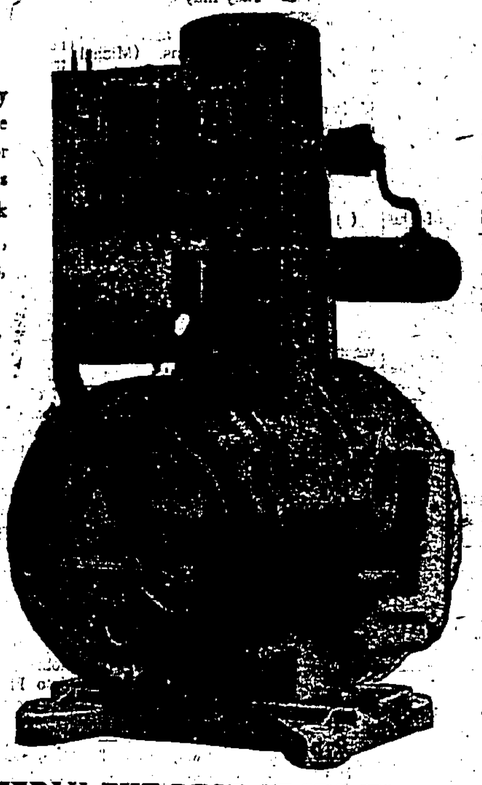
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DESTINATION.	VESSEL'S NAMES	FOR FREIGHT APPLY TO	TO BE DESPATCHED
San Francisco via Shanghai & Japan, &c.	Tenyo Maru	Toyo Kisen Kaisha	On 11th March.
San Francisco via Shanghai, Japan &c.	Shinyo Maru	Toyo Kisen Kaisha	On 1st April.
San Francisco via Shanghai, Japan &c.	Ecuador	Pacific Mail S.S. Co.	On 24th Mar.
San Francisco via Shanghai, Japan &c.	Colombia	Pacific Mail S.S. Co.	On 31st April.
San Francisco via Shanghai, Japan &c.	Nanking	China Mail s.s. Co., Ltd.	On 25th March.
San Francisco via Shanghai, Japan &c.	China	China Mail S.S. Co., Ltd.	
Seattle, Tacoma, Victoria & Vancouver	Elkton	The Admiral Line	About 17th March.
Victoria, Vancouver, Seattle & Tacoma	Arabia Maru	Osaka Shosen Kaisha	On 6th April.
Victoria B.C., & Seattle via Shal, &c.	Fushimi Maru	Nippon Yusen Kaisha	On 17th Mar., at 11 a.m.
Vancouver via Shanghai, Japan &c.	Montcalm	Canadian O.S. Ld.	On 18th April.
Vancouver via Shanghai, Japan &c.	Empress of Russia	Canadian O.S. Ld.	On 11th March.
New York via Suez	Lucerio	Butterfield & Swire or The Bank Line, Ld.	About 25th March.
Australian Ports via Manila	Tango Maru	Nippon Yusen Kaisha	On 24th Mar. at 11 a.m.
Australian Ports via Japan	Anyo Maru	Toyo Kisen Kaisha	On 13th inst.
New York via Panama	Lucerio	Butterfield & Swire or The Bank Line, Ld.	On 20th April.
Portland	Abiroe	The Admiral Line	About 15th March.
New York via Panama	Muncaster Castle	Dodwell & Co., Ltd.	About 16th March.
Nagasaki, Kobe & Yokohama	Nikko Maru	Nippon Yusen Kaisha	On 24th Mar., at 11 a.m.
Shanghai	Khiva	P. & O.-B.I. & A.L.	On 16th March.
Shanghai	Kwellin	Butterfield & Swire	On 13th Mar., D'light.
Swatow & Bangkok	Chengtu	Butterfield & Swire	On 16th Mar., at 9 a.m.
Calcutta via Straits & Rangoon	Hakodate Maru	Nippon Yusen Kaisha	On 23rd March.
Singapore, Penang & Belawan-Deli	Van Waerwijck	Java-China-Japan Lijn	On 20th March.
Keelung via Swatow and Amoy	Amakusa Maru	Osaka Shosen Kaisha	On 14th March.
Saigon, Bangkok & Singapore	Unnan Maru	Osaka Shosen Kaisha	On 1st April.
Swatow, Amoy & Foochow	Haihong	Douglas Lapraik & Co.	On 16th Mar., at 1 p.m.
London and Rotterdam	Swazi	The Bank Line, Limited	On 11th March.
Bombay & Colombo	Saigon Maru	Osaka Shosen Kaisha	On 17th March.
London and Antwerp	Andes Maru	Osaka Shosen Kaisha	Middle of March.
London via S'pore, Pang & C'bo &c.	Shidzuoka Maru	Nippon Yusen Kaisha	On 19th Mar., at Noon.
Mauritius, Delagoa Bay, Durban	Tacoma Maru	Osaka Shosen Kaisha	On 31st March.
Singapore, Penang, Colombo & Port Said	Dunera	P. & O.-B.I. & A.L.	On 16th March.
Takao via Swatow and Amoy	Soshu Maru	Osaka Shosen Kaisha	On 18th March.

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STAMPS IN 1919.

PEACE, VICTORY, AND AIR ISSUES.

The postage stamp is a modern Mercury, whose message is by no means confined to the missives it franks. As a symbol of authority it bears on its face pictorial record of passing events. The history of the time is writ large on the stamps of the nations.

The postal issues of this year of peace have been more numerous and of an infinitely greater variety than any that have appeared since the first adhesive stamp came into existence nearly 80 years ago. More than 2,500 distinct specimens have been created during the past 12 months as an outcome of the war's aftermath, and in them may be read a vivid chronicle of great events. They embrace many stamps of types hitherto unknown to philatelists, exemplified by special series representative of peace and victory, of war, armistice, and reconstruction, and, last but not least, a group of growing importance which tell of the conquest of the air.

Newfoundland led the way on 1st January, 1919, with a notable set of stamps commemorating the exploits of her soldier and sailor sons in the war, inscribed "Trail of the Caribou" and blazoned with the regimental crest, a Caribou head, after the design of a Colonial artist. Alternate values bore the battle honours of the military contingent and the remainder the motto "Ubique," coupled with the name of the Royal Naval Reserve.

During January appeared also the first definitive stamp issues of the newborn free States of Europe—Czecho-Slovakia, with its picturesque allegory of dawn rising over the Hradschin of Prague (by Alfonse Mucha); Poland, with its crowned white eagle and equestrian portrait of King Sobieski; Yugo-Slavia, with its caryatid of Victory and Croat sailor proclaiming freedom from the masthead; while from Fiume came on 28th January autonomous postage stamps of pictorial design by the artist Giovanni Rubinovico, issued by the National Council, and eloquent of the Italian sympathies of its populace. In Turkey the abortive pictorial stamps prepared in anticipation of Essad Pasha's ill-fated invasion of Egypt were finally placed in circulation towards the end of January with the addition of a three-line overprint signifying "Souvenir of the Armistice—30 Dulkaada 1334" (30th October, 1918.)

A figure of Victory flanked by trophies of flags of the Allied nations formed the design of a much criticized commemorative stamp issued by the United States Post Office on 13th, February 1919. About this time postage stamps came into use in the newly-constituted Baltic States of Latvia (Lettland), Lithuania, and Esthonia, whose resources were in course of development under the direction of a British military mission. For the most part their first stamps were of an extremely primitive nature, locally designed and printed on paper of various tints and textures by reason of the acute shortage of regular printing paper. The stamps of Latvia, with the device of three ears of corn in a sun-burst, were originally impressed at Riga on the backs of German staff maps, and subsequently at Libau on writing and cigarette paper. Lithuania's first issue was printed at Vilna and Grodnow from ordinary printer's type on coarse white paper, and when at length a more elaborate design representing St. Michael on horseback was obtained from Berlin the stamps had to be printed temporarily on thick grey paper that had previously been employed for printing German bread tickets.

AERIAL ISSUES.

The first aerial crossing of the Atlantic in May was marked by the issue of special postage stamps provided by the Newfoundland postal authorities in limited numbers for the *Daily Mail* prize. A 3 cents stamp of the current type overprinted "First Trans-Atlantic Air Post—April, 1919" was affixed to the 95 letters forming the mail entrusted to Hawker and Grieve on their plucky attempt, which were rescued from the sea, while the Alcock-Brown post bore stamps of the 15c. denomination of the 1897 series surcharged "Trans-Atlantic Air Post—One Dollar." Stamps of several values bearing a distinguishing imprint were likewise prepared in connection with the Raynham-Martinsyde venture, but as this met with disaster at the outset were never used. The development of the air post also produced aerial stamps from Switzerland, Tunis, Japan, Colombia, and Germany.

The red hand of Bolshevism has not failed to leave its imprint on the stamps of those countries that have come under its spell. The establishment of Bela Kun's Red Republic at Budapest was the cause of the overprinting inscriptions of the Hungarian stamps in use in other parts of the country, notably at Arad under French occupation, in the Serbian-controlled Banat of Temesvar, in Transylvania under Rumanian occupation, and at Szegedin, where the independent Magyar Government of Count Karoly was installed. Paper shortage brought to a premature conclusion the printing of the distinctive stamps of the Bolshevist administration with their unprepossessing portraits of the Socialist leaders, Marx, Petofi, Engels, Doza, and Martinovics, the unrestricted sale of which was intended to bring grist to the mill of State. They were superseded by former Hungarian types of 1916, overprinted "Magyar Tanacs Koztarsasag" (Hungarian Red Republic) until the overthrow of Bela Kun and the re-establishment of the Hungarian State by the Allied Commission. In Bavaria and Wurtemburg the establishment of Soviet republics was signalized by the addition of the word "Volkstaat" or "Friestaat" on their contemporary postage stamps. The introduction of free postage by the Bolshevist Government of Russia rendered unnecessary the issue of some weird postage stamps in advanced futurist designs symbolical of Labour in all its phases, prepared by the State Printing Works at Petrograd.

The Transcaucasian Republic of Georgia was added to the roll of stamp-issuing countries on May 26, when a set of four stamps made its debut with a hieroglyphic reproduction of the national arms depicting St. George crossing the Black Mountains. Some curious stamps adorned with a vignette of a large tree were issued about the same period by the Provisional Government of the Black Sea port of Batum, under British military control. Three separate series of provisional postage stamps issued at Aivaly, Smyrna, and Rodosto resulted from the Greek occupation of Asia Minor by the mandate of the Paris Conference.

The deliverance of Riga from the Bolshevists was duly commemorated on June 6 in the issue by the Lettish Government of a set of three celebration stamps portraying the reunion of Lettonia and Riga. The anti-Bolshevist campaign in both North and South Russia is denoted by the stamps of General Denikin's Government, inscribed "Russian Union," and issued at Sebastopol in June, the curious typeset adhesive of the North-West Russian Army which appeared at Reval later in the year, and Finnish stamps overprinted "Aunus" for use in the district of Olonoetz after the Soviet forces had been compelled to retire.

PEACE STAMPS.

Japan was first in the field with "Peace" commemorative stamps, issued on July 1, in designs by S. Okada and Yuki, representing doves, and beautifully engraved by the Government Printing Bureau at Tokio. Uruguay followed suit on July 17 with a handsome vignette of Bartholdi's statue of Liberty on a series of six special stamps inscribed "Paz—1914-1919. On August 1 Switzerland added her quota of three "Peace" stamps in attractive symbolical designs by native artists. From Jamaica came on July 3 a single 1½d. stamps recess printed in apple-green, commemorative of the departure of the West Indian contingent for the battlefields of France and Flanders.

Changes in the stamps of Far Eastern countries have been brought about by the phenomenal rise in the value of silver, including the overprinting for the first time of the stamps sold by the United States postal agency in Shanghai. The first postage stamps of the German Republic, in futurist designs symbolical of the rebirth of the Teutonic nation, were issued on the occasion of the National Assembly at Weimar in July. Austria has likewise been provided with a complete new series of postage stamps, designed by Josef Franz Jenner, and comprising four different types. Czar Boris figures on the latest Bulgarian issue, while Turkey has been compelled to resort to provisional surcharging pending the preparation of her new stamps.

An interesting set of commemorative postage stamps marked the opening of the first Polish Diet in Warsaw. Amongst the appropriate designs was a stamp portrait of President Paderewski. Czecho-Slovakia, the youngest nation of Europe, celebrated her first birthday on October 28 by the issue of allegorical postage stamps sold in aid of the widows and orphans of fallen soldiers.

£12,000 WORTH OF STAMPS.

The first public stamp exhibition to be held in Great Britain since 1914 was opened at the City Art Gallery, Leicester, on the 29th December, by the Mayor. Postage stamps to the value of over £12,000 were exhibited by local philatelists.

The fine early line-engraved issues of Great Britain and her Colonies were chiefly in evidence. A fine collection of Great Britain, exhibited by Mr. F. B. Cooper, of Leicester, was strong in blocks and strips of the 1d. black and 2d. blue of 1840. That of Mr. L. O. Trivett included also numerous examples of proofs and assays. A notable item was a proof of the mother-die of the first postage stamp, engraved by Heath. Only three of these proofs exist, the second being in the collection of the King, and the other in the possession of the engraver's descendants. A collection of the of triangular stamps of the Cape of of Good Hope, exhibited by Mr. John Arnold, of Birmingham, contained some fine things in the way of pairs and blocks.

An interesting exhibit, not for competition, was an Air Post letter from Newfoundland, addressed to a Leicester firm, and carried by the late Sir John Alcock on his successful flight across the Atlantic. It bore the autograph of the dead aviator. By way of contrast was shown a letter sent by balloon post during the siege of Paris in 1870.—*Times*.

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A most refreshing Health-pleasure and Toilet ideal, comforting and benefiting the skin, is daily enjoyed by use of the

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—English made and delightful, for use, Toilet and Bath-purposes. Delicate, refreshing, reviving, perfume. Est. 40 years.

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"ALBION MILK AND SULPHUR SOAP."

MODERNS OF THE STONE AGE.

MR WELL'S WORD HISTORY.

Mr. Wells seems to have found a humorous artist to illustrate his "History of the World," judging from the following letter of Mr. St. John Lucas to the London "Observer:"

Like many people whose knowledge of the facts of our earlier existence was always rudimentary, I hailed the arrival of Mr. Well's "Outline of History" with intense pleasure. I read the first number with great interest, and was properly annoyed to see in some evening paper a rather supercilious review which wound up by saying that the cover design of a probably arboreal gentleman sitting on a rock and contemplating the dawn of enlightenment with obviously mixed feelings was a portrait of Mr. Wells.

I inspected the portrait carefully, and decided that it had absolutely no resemblance to that writer. Judge, however, my amazement when, after buying the second number, I was confronted with a caricature of a Jaegerless Mr. Bernard Shaw, who was grasping a large fossil parsnip and looking indescribably ferocious. Mr. Shaw was obviously going to lay about him in fine style with the parsnip, but behind him was a less energetic person, whom I recognised as one of our younger novelists in the act of conscientiously objecting, and about to retreat into a cave or funkhole.

To-day I bought No. III. On the cover are five persons who have escaped in a boat from a burning fake-village. They may be identified as follows:—

(1) My Aunt. The artist has given her masculine arms. (Michel Angelo did the same to his Sibyls in the Sistine Chapel.) She is exhorting M. Paderewski to save her cat, which has been left in the lake-village.

(2) Miss Ellen Terry. A most lifelike portrait. She is consoling a lady whose face is hidden, but who is possibly.

(3) Miss Edith Craig. Near her sits.

(4) Mr. Chesterton. The light from the burning village is gilding his ambrosial curls. Someone has kicked his left shoulder with a hob-nailed boot (bronze age.) He won't wear braces like the others. Always paradoxical.

(5) M. Paderewski. Back view. He has been rowing to my Aunt's stroke.

Turning to the frontispiece of this number, I find Mr. Maurice Hewlett, in a grey wig, Miss Pauline Chase as a Peter Pan, and another lady with bobbed hair, all engaged in attacking a very Landseerian lion. Two pages later I find a portrait of myself, in a trench coat and muffler, inscribed "Neolithic statue: Menhir." This, like the very dignified XVIIIth Dynasty head of Admiral of the Fleet Sir Edward Seymour on page 89, is by an ancient artist, and therefore in some degree supports the theory of the modern one who drew Miss Terry in the lake-dwelling scene. But O, Sir, are we really so like our doubtless excellent, but somewhat primitive ancestors? Weren't they a trifle more squalid and squamous? And, anyhow, is it quite kind of Mr. Wells?

"G. B. S." A BOLSHEVMK.

HE SAYS SO.

Mr. G. Bernard Shaw, speaking at London Garden Suburb Institute, said that the only way to get cheaper coal was by nationalisation. The action of the trade unions in pressing for higher wages would be either to destroy industries or to compel the Government to step in, as they did during the war, and control prices, which could only be done by nationalisation. "There will be no middle party between labour and capital," he said. "The middle classes have got to make up their mind to join the Labour Party, and get rid of all people who do not work. When I heard that Lenin had introduced compulsory labour for everybody. I became a convinced and enthusiastic Bolshevik."

CASTLES IN THE AIR.

LIGHTHOUSE FOR SALE.

A lighthouse on the Kent coast is for sale as a residence, and I have been wondering, whether anyone would like to buy it for me as a present, writes Mr. Hilgar Wood in one of the Home papers. I should be so good if I lived there.

For think of a home on the Foreland, overlooking the roadstead where the ships of the world go by to London town, and where, on a dark winter's night, you have only to step outside the front door to be in all the whirling splendour of the gale. The best gale I have ever seen up to the present, I had to go all the way to mid-Atlantic to meet, and though it was very fine, one cannot always be off gale hunting on a liner. But to have it alone, far from other men and home, just the other side of your door mat! I call that living.

But indeed there are so many places in which one would like to live. There are windows, and so, I suppose, rooms, on top of the Admiralty Arch, overlooking Trafalgar-square. Now, suppose—of course this is only a beautiful dream—but suppose the Admiralty people seeing this article, offered me a flat up there!

Of course, my den would need proper arranging. I hope there will be two windows, for I shall want a writing table set at one of them, and an armchair at the other. Already I can see myself sitting writing—I should be so industrious, and write such capital things if I could be there—and now and again I would raise my eyes from the manuscript for which the mass meeting of editors and publishers in the Square would be waiting, and I should see the traffic playing warp and woof up and down the Strand. Was there ever such a view for man who likes to sit in comfort and watch his brothers getting on with things?

But, of course, the ideal home can never be. Geography, among other things, is against it. It stands just beside the sea, for salt water is the only water for a man who wants to swim and sail a boat. But on the other side of the garden is a pleasant river, without too much tide or current, running between wooded banks, because there are times when a punt, with a heap of cushions, is a good thing. All around is every variety of country—hills and woods and open moors, with a golf-course, that is reserved entirely for me whenever I say the word, because a fellow who is learning the game does not yearn for admiring crowds.

All that may seem fairly easy, but there are harder conditions to come. For the house must be over a hundred miles from London, so that I may feel right away from streets, and crowds, and yet London must be only ten minutes away by motor-car, in case I want a book, or some more tobacco, or suddenly yearn to drop into Fleet-street at midnight to hear the news of the world white-hot from the wires.

All of which makes it rather difficult for you if you were proposing to present me with an ideal home.

EEZIER SPELING.

"Saiv a peni" had a peni,
Foot a peni by,
"Spend a peni" had no peni,
And it maid him kry.

Dhis is not a forrun languige, and dozzent kum from Bolshevik Rusha. It is simpli a jingl which has been speshali riten for veri young children, sum of whoom gav a demonstrashun lasst nite at dhe London Uneverseti Kollege, to proov dhe valu of simplifyd speling.

Dhere waz a big awdiens of persons intrested in dhe wurk of dhe Simplifyd Speling Sosyeti and dhe children grateli impressed dhere listeners when dhay red passages from speshul books. Sum littel children red peeses selekted bi members of dhe awediens, and did dhem ampel justis.

One cheild red from an advansd histori book quite eezili, while another red from "Alis in Wunderland," much to dhe delite of dhose presunt.

It woz kontended at dhe demonstrashun dhat simplifyd speling is eezier for children to lern dhan ordinari speling, it beeing fonetik speling and simpler to understand.

The Lundun "Daili Herald" man who had to rite dhis report in simplifyd speling finds it's not so eezi as it sowndz.

NOTICES.

DAIRY FARM NEWS.

FISH! FISH!
FINNAN HADDOCK
FILLET HADDOCK
KIPPERS
AND
SALT SIBERIAN SALMON
NEW SHIPMENT JUST RECEIVED.

We now have for sale
COULOMMIER CHEESE
DEVONSHIRE CREAM

THE DAIRY FARM, ICE & COLD STORAGE CO., LTD.

O-CEDAR MOPS
and
POLISH



We have received a consequent of O-Cedar Mops and Polish and as it in a little in excess of our requirements we are an offering Mops and Polish at exceptional low rates for the Month, of March.

O-CEDAR MOPS
in round a treangle Shape.
$2.50 each.

With every Mop sold during March we will give an O-Cedar duster.

FREE OF CHARGE.

NOTE OUR PRICES FOR POLISH
4 doz Bottle 40 cts., 12 doz. Bottle 75 cts.

QUART CANS$1.50 each.
GALLON TUNS ...$4.50 each.

Special Quotations for quantities to Hotels, Shipping Companies, Clubs, etc.



We want you to try and test the O-Cedar Polish Mop at our risk. Clean and Polish every floor in your house as a test; if it is not satisfactory in every respect, and if it does not prove its own worth to you, we will refund your money without a question.

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Passengers conveyed to and from steamers or across the harbour. Our reliable craft are eminently suited for PICNIC PARTIES, roomy but economical.

KOWLOONITES.
Forget the last Ferry. We take you to Tsim Tsa Tsui for $1.00—specially reduced fare.
General Terms: $2.00 per hour or part thereof, or $1.00 per trip not exceeding 15 minutes.
Our runners will meet you on the WESTERN SIDE of Blake Pier. For long trips and hire by the day apply to the Superintendent there.
MOK LIN, Managing Director.

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THE CHRONOMETER AND WATCH MAKER
(Contractor to H. M. Naval Yard.)
9, Ice House Street, Hongkong.

Big Ben

The elder brother of the WESTCLOX family who ALARM the world.

LAUNCH OF THE ENTERPRISE.

A NEW TYPE OF LIGHT CRUISER.

The Enterprise is the first first of a new type of light cruiser which was thought to have been abandoned until the publication of the revised Navy Estimates a few weeks ago. It was shown in the Estimates that the Enterprise and the Emerald were ordered from Messrs. John Brown and Co., and Messrs. Armstrong, Whirworth, and Co. in June and September, 1918 respectively, the designer in each case being Sir Eustace d'Eyncourt. The total expenditure on these ships up to March 31 next, excluding armament and ordnance stores, was estimated at £855,506 and £550,458, and details of the outstanding liability were not complete. As the sum given for the Enterprise is about equal to the total estimated cost, including guns, of a cruiser of the "D" class, it may be assumed that the ships were in too forward a state to be abandoned.

The feature of the new design is the large advance in speed of four knots over the "D" class—33 knots instead of 29. To achieve this the engine-power has been doubled—from 40,000 to 80,000. A much longer vessel was needed to obtain the higher speed economically, and a length of 535ft. between perpendiculars, as compared with 445ft., was provided for, while the extreme breadth was increased from 46ft. to 54½. The fuel carried at load draught was doubled. No decrease in offensive or protective qualities was necessitated by these advances; on the contrary, while the armour allowed for was equivalent to that in any previous light cruiser, the armament was augmented from six to seven 6in. guns, and 4in. instead of 3in. guns were included for anti-aircraft purposes. It was not possible, without affecting speed, to adopt the modified bulge protection of the "Hawkins" class, but a more advantageous disposition of the machinery compartments was decided upon.

BABY'S HEAD BURNED LIKE FIRE

With Eczema. Also On Face. An Awful Sight. Cuticura Healed Him.



"Eczema started with terrible itching on my baby's head and face. He used to scratch until it bled and it burned like fire. His face was one mass of scales and he was an awful sight. He could not sleep. It also affected his chest, all his joints, and his arms.

"I got a sample of Cuticura, and it did a great amount of good so I bought more, and he is now healed." (Signed) Mrs. L. Schofield, 62, Cruise Rd., Sheffield, Eng.

Having cleared your skin with Cuticura, why not keep it clear by using the Soap for every-day toilet purposes?

Soap to cleanse. Ointment to heal. British Depot: F. Newbery & Sons, Ltd., 27, Charterhouse Sq., London. Sold everywhere.

DESPONDENCY DUE TO CONSTIPATION.

WOMEN often become nervous and despondent. When this is due to constipation it is easily corrected by taking an occasional dose of Chamberlain's Tablets. These tablets are easy to take and pleasant in effect. For sale by all Chemists and Storekeepers.

ECONOMY.

Probably the topic uppermost in the minds of everyone at the moment is economy, and with the present flood of spendthrift extravagance evident everywhere, the need for economy is apparent. We all desire to economise, usually at the expense of someone else, and indeed it is difficult to know where the cessation of expenditure is to begin. The current newspapers are full of warning and reproach, prominent statesmen and lesser dignitaries all devote floods of platitude in praise of thrift, or let loose words without end upon the subject. Talk will not end matters—it never did, what is required are the actions which speak louder than words, these alone have any real value. The thrifty who debarred themselves indulgence to save, find that the interest accruing to date, does not balance the depreciation of cash invested when its real value was greater in terms of commodities. Wages have risen, but purchase less rather than more, those who find any surplus are engaged in spending while there is yet time. The whole community is enmeshed in a vicious circle to which there seems no outlet. Regarding the practice of thrift, the best way to begin is—to begin, and until the need is driven home by sheer necessity helped by force of example, nothing will be done. Irrespective of individual hardship, it is better to begin pinching as an exercise for the pinch to come. Every single person who can at the moment limit desire and find satisfaction in lessening their needs, helps the circumstances of the hour.—*Engineering*

RUB IT IN.

A good may people think rheumatism cannot be cured without taking nauseous medicine. Chamberlain's Pain Balm massaged thoroughly into the skin has cured far more rheumatism than any internal remedy in existence and gives relief quicker. For sale by all Chemists and Storekeepers.

MITSUBISHI SHOJI KAISHA, LTD.

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COAL, GENERAL IMPORTS and EXPORTS.

SOLE PROPRIETORS OF TAKASHIMA, OCHI, MUTABE, KISHIDARE, YOSHINOTANI, HOJO, NAMAZUTA, SAZO, SHINNEW, KANADA, BIBAI, KAMIYAMADA, and OYUBARI.

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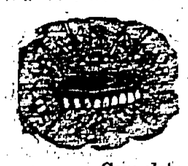
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Estimates furnished on application.

Hongkong, April 1, 1912.

BANKS.

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HONGKONG.

We handle all financial transactions incident to Foreign Trade.

Current Accounts kept in Gold Dollars, Sterling and Local Currency.

We offer to put Importers in touch with American Manufacturers and Exporters, through the use of the Special facilities of the Foreign Trade Bureau of the Guaranty Trust Company of New York, which are placed at our disposal.

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in

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PEKING MANILA CANTON
CHANGSHA

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Hongkong, March 11, 1920.

On London—	
Bank, Wire	5/-3
,, On demand	5/-3⅛
,, 30 days' sight	5/-3⅜
,, 4 months' sight	5/-3⅝
Credits, 4 months' sight	5/-3⅞
Documentary 4 months' sight	5/-3⅞
On Paris—	
On demand	—
Credits, 4 months' sight	1350
On New York—	
On demand	98⅜
Credits, 60 days' sight	98⅛
On Bombay—	
Wire	206½
On demand	—
On Calcutta—	
Wire	206½
On demand	—
On Singapore—	
On demand	226½
On Manila—	
On demand	187
On Shanghai—	
On demand	nom.
30 days' sight (private paper)	nom.
On Yokohama—	
On demand	203
Gold Leaf, 100 fine (per tael)	28.60
Sovereigns (Bank's buying rate)	$ 3.75 n.
Silver (per oz.)	.75

SUBSIDIARY COINS.

Hongkong 50 cents sub.	6% dis.
,, 10 ,,	6¼%
,, 5 ,,	14%
Chinese coins	2%
Bar Silver in Hongkong	25% p.m. n.
Chinese Copper Cash	5% pm.
Chinese Copper Cents	—
Rate of Native Interest	7% p.a.
Chinese Sub. Coin	1½ dis.
Hongkong Sub. Coin	½ dis.

HONGKONG STOCK EXCHANGE.

HONGKONG, 11th MARCH, 1920.

OFFICIAL QUOTATIONS.

11 A.M.

BANKS.	
Sterling Exchange 5/3 T. T.	
Hongkong Banks	$535 b.
MARINE INSURANCES.	
Canton Ins.	$390 n.
North China Ins.	T.160 n.
Union Ins.	$170 b.
Yangtsze Ins.	$280 n.
Far Easterns	T. 19 n.
FIRE INSURANCES.	
China Fire Ins.	$138 n.
Hongkong Fire Ins.	$ 300 b.
SHIPPING.	
Douglases	$38 n.
H.K. Steamboats	$19 b.
Indo-Chinas (Pref.)	$20 n.
Do. (Def.)	$ 200 b.
Shell-Transports	220/- b.
Star Ferries	$ 25/ ss.
REFINERIES.	
China Sugars	$220 b.
Malabon Sugars	₹43 s.
MINING.	
Kailan Mining Adm.	150/- n.
Langkats	T. 14 b.
Shanghai Loans	
S'hai Explorations	
Rambe	$1 n.
Tronoh Mines	50/- b.
Ural Caspians	38/- n.
DOCKS, WHARVES, GODOWNS, &c.	
H. & K. Wharfs	$35 n.
H. & W. Docks	$151 ss.
S'hai Docks	T. 117 b.
New Engineerings	T. 30 b.
LAND, HOTELS & BUILDINGS.	
Central Estates	$107 s.
Hongkong Hotels	$122 b.
Hongkong Lands	$107 n.
Humphreys	$7 n.
Kowloon Lands	$50 n.
Land Reclamations	$133 n.
West Points	$58 n.
COTTON MILLS.	
Ewo Cottons	T. 540 n.
Kung Yik	T. 48½ b.
Laou Kung Mows	T. 400 n.
Orientals	T.285 n.
Shanghai Cottons	T.335 b.
Yangtsepoos	T.34 b.
MISCELLANEOUS.	
Cements	$7.80 s. 7.70 ss.
China Borneos	$17 n.
China Lights Old $7½ & New $5½	ss. & b.
China Providents	$7.60 b.
Daily Farms	$21 b.
H.K. Electrics	$88 s. c. r.
Macao Do.	$34 n.
Hongkong Ropes	$26 s.
H.K. Tramways	$6 b. 6½ s.
Peak Tramways (Old)	$6.90 ss.
do (New)	$6.80 n.
Steam Laundries	$25 b.
H.K. Steel Foundry	$10 b.
Water-boats	$11 b.
Watsons	$6.20 n.
Wm. Powells	$15 b.
Wiseman's	$27½ b.

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HEAD OFFICE:
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General Banking and Exchange business transacted.
Loans granted on approved securities.
Current Accounts opened and Fixed Deposits received at rates which may be ascertained on application.
The Bank also conducts a Savings Department.

DONG TOY,
Chief Manager.

Hongkong, January 3, 1920.

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Head Office: 6 Des Voeux Road, Central.
Hankow Branch: Russian Concession.

DOMESTIC & FOREIGN BANKING.
SERVICE PROMPT.

Current, Savings and Fixed Deposits bear Interest at Rates 2%, 4%, 5%, respectively.

Inquiry on our SPECIAL SERVICE will be welcomed.

J. USANG LY,
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Hongkong, July 7, 1919.

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Loans on Mortgage of House Property, &c.
Goods received on Storage.
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General Managers.

NOTICE.

PEAK TRAMWAYS COMPANY, LIMITED.

TIME TABLE.

WEEK DAYS.

7.00 a.m. to 8.00 a.m.—Every 15 minutes.
8.00 a.m. to 9.30 a.m.—Every 10 minutes.
9.30 a.m. to 11.00 a.m.—Every 15 minutes.
11.30 a.m. to 12.30 p.m.—Every 15 minutes.
12.30 p.m. to 2.00 p.m.—Every 10 minutes.
2.00 p.m. to 5.00 p.m.—Every 15 minutes.
5.00 p.m. to 8.00 p.m.—Every 10 minutes.

NIGHT CARS.

8.50 p.m., 9.00 p.m., 9.20 p.m., 9.30 p.m. to 11.30 p.m. Every 30 minutes. 11.45 p.m.

SATURDAYS.

EXTRA CAR—12 midnight.

SUNDAYS.

7.30 a.m.
8.00 a.m. to 10.37 a.m.—Every 15 minutes.
10.30 a.m. to 11.00 a.m.—Every 10 minutes.
11.30 a.m. to 12 noon—Every 15 minutes.
12.00 noon to 1.00 p.m.—Every 10 minutes.
1.00 p.m. to 5.30 p.m.—Every 15 minutes.
5.30 p.m. to 6.00 p.m.—Every 10 minutes.
6.00 p.m. to 6.30 p.m.—Every 15 minutes.
6.30 p.m. to 8.00 p.m.—Every 10 minutes.

NIGHT CARS as on Week Days.

SPECIAL CARS by arrangement at the Company's Office, Alexandra Buildings, Des Voeux Road Central.

Season and punch tickets available for all cars not already full running at the time stated in the Company's time-tables, but not for special cars, can be obtained on application at the Company's Office. No Season Ticket will be issued until payment therefor has been made in Bank Notes or by Cheque or Compradore order representing Bank Notes.

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HONGKONG & SHANGHAI BANKING CORPORATION.

PAID UP CAPITAL	$15,000,000
RESERVE FUNDS:—	
Sterling	£ 1,500,000
Silver	$23,000,000
RESERVE LIABILITY OF PROPRIETORS	$15,000,000

COURT OF DIRECTORS:

Hon. Mr. E. V. D. Parr.—Chairman.
A. H. Compton, Esq.—Deputy Chairman.
J. W. C. Bonnar, Esq. — Hon. Mr. J. Johnstone,
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MANAGER:
Shanghai—A. G. STEPHEN, Esq.

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LONDON COUNTY AND WESTMINSTER AND PARR'S BANK LIMITED.

CURRENT ACCOUNTS opened and FIXED DEPOSITS received for one year or shorter periods at rates which will be quoted on application.

N. J. STABB,
Chief Manager.

Hongkong, March 1, 1919.

HONGKONG SAVINGS BANK.

THE business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed on the minimum monthly balances at 3½ PER CENT. per annum.

For the Hongkong and Shanghai Banking Corporation,
N. J. STABB,
Chief Manager.

Hongkong, May 14, 1915.

BANQUE INDUSTRIELLE DE CHINE.

(FRENCH BANK).

AUTHORIZED CAPITAL	F. 250,000,000
SUBSCRIBED CAPITAL	F. 150,000,000
PAID UP	F. 75,000,000
SUBSCRIBED BY THE GOVERNMENT OF THE CHINESE REPUBLIC	F. 25,000,000

Chairman of the Board of Directors.....André Berthelot.
General Manager.....A. J. Pernotte.

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HONGKONG,	FOOCHOW,
SINGAPORE,	SWATOW,
HANOI.	

BANKERS:

In FRANCE: Société Générale pour favoriser le Développement du Commerce et de l'Industrie en France.
In LONDON: London Joint City & Midland Bank, Ltd.
In NEW YORK: Redmond & Co.

Correspondents in the Chief Commercial Centres of the World.

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Every description of Banking and Exchange business transacted.

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M. ROUET DE JOURNEL,
Manager.

Hongkong, February 4, 1920.

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(NETHERLANDS TRADING SOCIETY)

ESTABLISHED 1824.

Authorized Capital	F. 200,000,000	£8,333,333
Paid-Up Capital	F. 80,000,000	£3,333,333
Reserve Fund	F. 14,590,545	£1,215,879
Special Reserve	F. 17,000,000	£1,416,666

HEAD OFFICE—Amsterdam.
Branches at
The Hague Rotterdam
HEAD AGENCY—Batavia.
Branches:

Bandjermasin	Penang
Bandoeng	Pontianak
Cheribon	Rangoon
Djember	Samarang
Djokjakarta	Shanghai
Kobe	Singapore
Kota-Radja	Soerabaia
Langsa	Soerakarta (Solo)
Macassar	Tebing Tinggi (Deli)
Medan	Tegal
Padang	Telok Betong
Palembang	Tjilatjap
Pekalongan	Weltevreden

Correspondents at Bombay, Colombo, Madras, Pondicherry, Calcutta, Bangkok, Saigon, Haiphong, Hanoi, Amoy, Yokohama, Melbourne, Sydney, New York, San Francisco &c. &c.

London Bankers: The National Provincial & Union Bank of England Limited.

The Bank buys and sells and receives for collection Bills of Exchange, issues letters of credit on its Branches and Correspondents in the East, on the Continent, in Great Britain, America, and Australia, and transacts banking business of every description.

J. F. VAN REES, Manager.

Hongkong Sept. 20, 1919.

BANKS

THE MERCANTILE BANK OF INDIA, LTD.

HEAD OFFICE:
15, Gracechurch Street, London E.C. 3.

Capital Authorised and Subscribed	£1,500,000
Paid-up	750,000
Reserve Fund and Rest	785,700
Reserve Liability of Shareholders	750,000

BANKERS:
The Bank of England.
The London Joint City & Midland Bank, Ltd.

BRANCHES:

Bombay	Hongkong	Kuala Lumpur	Rangoon
Calcutta	Howrah	Madras	Shanghai
Colombo	Kandy	New York	Singapore
Delhi	Karachi	Penang	
Galle	Mota Bhara	Port Louis (Mauritius)	

HONGKONG BRANCH.

Every description of Banking and Exchange business transacted.

INTEREST allowed on Current Accounts at 2 per cent per annum on Daily Balance and on Fixed Deposits at rates that may be ascertained on application.

C. L. SANDES,
Acting Manager.

7 Queen's Road Central,
Hongkong, December 11, 1919.

THE BANK OF CANTON, LTD

HEAD OFFICE—HONGKONG.
ESTABLISHED 1912.

Paid-up Capital	$2,000,000
Reserves and Undivided Profits	500,000

FOREIGN EXCHANGE and General Banking Business transacted.

CURRENT ACCOUNTS opened and FIXED DEPOSITS Received.

INTEREST ON FIXED DEPOSITS.

For 3 Months 3% per annum.
For 6 Months 4% per annum.
For 12 Months 4½% per annum.

LOOK POONG SHAN,
Chief Manager.

Hongkong, March 10, 1919.

THE BANK OF CHINA.

中國銀行

(Specially authorised by Presidential Mandate of the Republic of China on the 22nd of November, 1917).

Authorised Capital	$50,000,000.00
Paid-up Capital	12,875,800.00
Reserve Funds	2,197,400.00

HEAD OFFICE: PEKING.

HONGKONG BRANCH: 20/21, Connaught Road, Central. Branches and Sub-branches all over China and Correspondents in San Francisco, Singapore and Tokyo.

London Bankers:—The National Provincial and Union Bank of England Ltd.

New York Bankers:—Irving Trust Company.

Interest allowed on Current Accounts and Fixed Deposits.

Terms on application.

Every description of Banking Business transacted.

Loans granted on approved securities.

Special facilities for Home Exchange.

Interest on Fixed Deposits at the following rates:—

For 3 months—3% per annum
For 6 months—4% per annum
For 12 months—5% per annum

TSUYEE PEI,
Manager.

Hongkong, January 24, 1920.

THE BANK OF TAIWAN, LTD.,

(TAIWAN GINKO).

INCORPORATED BY SPECIAL IMPERIAL CHARTER, 1899.

Capital Subscribed	Yen 90,000,000.
Capital (Paid-up)	,, 37,500,000.
Reserve Funds	,, 7,030,000.

HEAD OFFICE:
TAIPEH, FORMOSA.

BRANCHES:

JAPAN—Tokio, Yokohama, Kobe, Osaka, Moji.
FORMOSA—Giran, Kagi, Karenkó, Keelung, Makung, Nanto, Pinan, Shinchiku, Taichu, Tainan, Takow, Tamsui, Tokyen, Alo.
JHINA—Shanghai, Hankow, Kiukiang, Amoy, Foochow, Swatow, Canton.
OTHERS—Bangkok, Hongkong, Singapore, Soerabaya, Semarang, Batavia, Bombay, London, New York.

LONDON BANKERS:
London County, Westminster and Parr's Bank.

The Bank has Correspondents in the Commercial Centres in European Continent, Russia, Manchuria, Tsingtao, Japan, Indo-China, Siam, Iodia Philippine Islands, Java, and other Dutch Indies, Australia, America, Africa, &c.

Interest allowed on Current Accounts, and Fixed Deposits at rates which will be quoted on application.

SEIZO KONDOH,
Manager.

HONGKONG BRANCH:
2, Des Voeux Road Central,
Hongkong, November 1, 1919.

THE CHARTERED BANK OF INDIA, AUSTRALIA & CHINA

INCORPORATED BY ROYAL CHARTER 1853.

HEAD OFFICE: LONDON.

PAID-UP CAPITAL	£2,000,000
RESERVE FUND	£2,000,000
RESERVE LIABILITY OF PROPRIETORS	£2,000,000

FOREIGN EXCHANGE and General banking business transacted.

CURRENT ACCOUNTS opened and FIXED DEPOSITS received for 1 year or shorter periods at rates which will be quoted on application.

J. L. CROCKATT
Manager.

Hongkong, January 1, 1920.

THE BANK OF EAST ASIA, LTD.

HEAD OFFICE:
No. 2 Queen's Road Central

PAID-UP CAPITAL	$2,000,000.00
RESERVE FUND	900,000.00

DIRECTORS:

Mr. Pung Wai Ting.—Chairman.
Mr. Chow Shou Son, Mr. Kan Ying Po,
Mr. Li Koon Chun, Mr. Mok Ching Kong,
Mr. Fung Ping Shan, Mr. Wong Yan Tong,
Mr. P. K. Kwok, Mr. Chan Ching Shai,
Mr. Ng Chang Lak.

CHIEF MANAGER.....Kan Tong Po, Esq.
ASST. MANAGER.....Li Tse Fong, Esq.

Every description of Banking and Exchange business transacted. Loans granted on approved securities.

Interest allowed on Current Deposit Accounts at the rate of TWO per cent. per annum and on Fixed Deposits at the following rates:—

For 3 months at the rate of 3% per annum.
For 6 months at the rate of 4% per annum.
For 12 months at the rate of 5% per annum.

KAN TONG PO
Chief Manager.

Hongkong February 12, 1920.

BANQUE DE L'INDO-CHINE

(FRENCH BANK).

HEAD OFFICE:
15bis Rue Laffitte, Paris

Capital	Frs 45,000,000
Reserves	,, 50,000,000

BRANCHES AND AGENCIES:

Bangkok	Hongkong	Saigon
Bassambang	Moncoux	Shanghai
Canton	Noumea	Singapore
Dieuxuu	Papeete	Tientsin
Haiphong	Pekin	Touranne
Hankow	Penang	Vladivostock
Hanoi	Pnom-Penh	Yokohama
	Pondichery	

BANKERS:

IN FRANCE: Comptoir Nationa d'Escompte de Paris; Credit Lyonnais, Banque de Paris et des Pays-Bas; Credit Industrial et Commercial; Societ Generale.
IN LONDON: The National Provincia & Union Bank of England, Ltd.; Comptoir National d'Escompte de Paris; Credit Lyonnais.
IN NEW-YORK: J. P. Morgan & Co.

Interest allowed on Current Accounts and Fixed Deposits according to arrangements.

Every description of Banking and Exchange Business transacted.

L. REBINDOAGUE,
Manager.

Hongkong, Dec. 1, 1919.

THE YOKOHAMA SPECIE BANK, LTD.

ESTABLISHED 1880.

AUTHORIZED CAPITAL	Yen 100,000,000
PAID UP CAPITAL	,, 61,000,000
RESERVE FUND	,, 28,000,000

HEAD OFFICE—YOKOHAMA.

BRANCHES AND AGENCIES AT

Batavia	Newchwang
Bombay	New York
Buenos Ayres	Osaka
Calcutta	Peking
Changsha	Rangoon
Dairen (Dalny)	San Francisco
Fengtien (Mukden)	Shanghai
Hankow	Shanghai
Honolulu	Shimonoseki
Harbin	Singapore
Hai Yuen	Soerabaya
Kobe	Sydney
London	Tientsin
Los Angeles	Tokio
Lyons	Tsinanfu
Manila	Vladivostock
Yatapiri	Tsingtau

Interest allowed on Current Accounts. Deposits received for fixed periods at rates to be obtained on application.

C. HASHIDZUME,
Manager.

Hongkong, December 8, 1919.

NORTH BRITISH & MERCANTILE INSURANCE CO.

WHICH ARE TRUSTEE FOR SHARES OF

THE OCEAN MARINE INSURANCE COMPANY, LTD.

AND

THE RAILWAY PASSENGERS ASSURANCE CO.

TOTAL FUNDS at 31st December, 1918: £13,970,357.

I—Authorised Capital	£6,000,000	
Subscribed Capital	£4,500,000	
Paid-up Capital		£3,423,...
II—Fire Funds		13,837,041
III—Life & Annuity Funds		17,567,180
Sinking Fund Account		136,137
		£32,976,36
Revenue Fire Branch		£9,261,484
,, Life and Annuity Branches		2,141,...
Revenue Marine Department		227,...
Other Receipts		475,94...
		£12,...

The Accumulative Funds of the various Branches are separately invested, and, by Act of Parliament, are not liable to meet the claims under the respective Departments of the Company's Business.

SHEWAN, TOMES & CO.,
Agents.

WEATHER REPORT.

March 11d. 8h. 85m.—No returns from Japan and Vladivostock.

Pressure has increased considerably over Shantung; other changes are slightly. A depression covers Tongking and an anticyclone is developing to the north of the Yangtze.

The monsoon will probobably freshen along the coast and over the N. China Sea, during the next 24 hours.

Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 0.01 inch. Total since January 1st, 3.08 inches, against an average of 3.90 inches.

Forecast for the 24 hours ending at noon on the 12th,

1.—Hongkong to Gap Rock. E. winds, moderate freshening later from N. or N.E.; cloudy, with fog, mist or drizzling rain.

2.—Formosa Channel. The same as No. 1.

3.—South coast of China between Hongkong and Lamocks. The same as No. 1.

4.—South coast of China between Hongkong and Hainan. The same as No. 1.

ROYAL OBSERVATORY, HONGKONG, DAILY WEATHER REPORT.

MARCH 11, 1920.—a.m.

Station.	Hour.	Barometer at Sea Level.	Temperature.	Humidity.	Wind. Direction.	Wind. Force.	Weather.
Vl'divostock	8 a.	—	—	—	—	—	—
Nemuro	8 a.	—	—	—	—	—	—
Hakodate	"	—	—	—	—	—	—
Tokio	"	—	—	—	—	—	—
Kochi	"	—	—	—	—	—	—
Nagasaki	"	—	—	—	—	—	—
Kagoshima	"	—	—	—	—	—	—
Oshima	"	—	—	—	—	—	—
Naha	"	—	—	—	—	—	—
Ishi'jima	"	—	—	—	—	—	—
Bonin Island	"	—	—	—	—	—	—
Weihaiwei	8 a.	30.07	36	70	NNW	6	c
Hankow	"	—	—	—	—	—	—
Ichang	"	—	—	—	—	—	—
Kiukiang	"	—	—	—	—	—	—
Changsha	"	—	—	—	—	—	—
Shanghai	"	30.06	45	100	NNE	4	r
Gutzlaff	"	29.96	44	100	N	4	rf
Sharp Pk.	7 a.	29.87	54	96	N	1	of
Amoy	6 a.	29.87	64	91	SSE	1	of
Swatow	"	—	—	—	—	—	—
Taiboku	"	29.85	68	92	E	2	b
Taichu	"	29.91	70	—	—	0	o
Tainan	"	29.91	72	—	NNW	2	o
Koshun	"	29.86	73	—	—	0	—
Pescadores	"	29.88	70	—	WSW	2	o
Canton	"	—	—	—	—	—	—
Hongkong	"	29.85	68	98	E	1	cf
Gap Rock	"	29.84	—	—	ENE	3	f
Macao	"	29.81	66	94	ENE	4	cf
Wuchow	9 a.	—	—	—	—	—	—
Pakhoi	"	—	—	—	—	—	—
Hoihow	"	—	—	—	—	—	—
Phulien	7 a.	29.75	70	98	ENE	4	cf
Tourane	"	29.78	79	—	SW	2	b
C. St. James	"	29.62	73	—	ENE	2	o
Aparri	8 a.	—	—	—	—	—	—
Dagupan	"	—	—	—	—	—	—
Manila	"	29.86	73	86	SE	1	o
Legaspi	"	29.92	—	—	—	—	—
Tacloban	"	—	—	—	—	—	—
Iloilo	"	29.85	73	94	NE	2	b
Surigao	"	—	—	—	—	—	—
Guam	4.30	29.76	—	—	S	1	c
Labuan	6 a.	—	—	—	—	—	—

T. F. CLAXTON, *Director.*

Hongkong Observatory, March 11, 1920

1. BAROMETER, reduced to 32 degrees Fahrenheit, on the level of the sea in inches, tenths and hundredths.

2. TEMPERATURE, in the shade in degrees Fahrenheit.

3. HUMIDITY, in percentage of saturation, the humidity of air saturated with moisture being 100.

4. DIRECTION OF WIND, to two points.

5. FORCE OF WIND, according to Beaufort Scale.

6. STATE OF WEATHER, b blue sky, c detached cloud, d drizzling rain, f fog, g gloomy, h hail, l lightning, o overcast p passing showers, q squal, r rain, s snow t thunder v visibility w dew, wet

7. RAIN in inches tenths and hundredth.

HONGKONG TIDES.

The tide-table given below has been compiled at the National Almanac Office in London from the result of the analysis of observations taken by means of an automatic tide-recording machine in the Water Police Basin at Tsim Sha Tsui during the years 1908-9.

The zero of the table corresponds with the zero of the sounding in the Admiralty Chart, which has been found to be 4 feet inches below mean sea-level.

To obtain the depth of water on the tide gauge at the Victoria Naval Yard add 3 feet 4 inches, and on the gauge at Lamont Dock, Aberdeen, add 10 feet 4 inches to the height given in the table.

March 11 to 17, 1920.

Day of Week	Day of Month	High Water: Hongkong Mean Time	High Water: Height	Low Water: Hongkong Mean Time	Low Water: Height	Hours
		h m	feet	h m	feet	
Thur.	11	m 1 54	4.2	m 6 50	3.4	
		1 5 a	3.8	8 54 a	2.8	
Fri.	12	m 2 41	3.9	m 5 45	2.7	
		1 14 a	3.7	10 16 a	2.7	
Sat.	13	No interior	high	nor low	water	
		3 15 a	3.6	11 43 a	2.5	
Sun.	14	No interior	high	nor low	water	
		4 2 a	3.7	m 0 20	2.2	
Mon.	15	m 2 8	4.2	m 11 18	4.1	
		5 42 a	3.9			
Tues	16	m 2 56	4.4	m 1 16	1.9	
		5 50 a	4.2	0 23 a	2.2	
Wed.	17	m 3 12	4.6	m 1 30	1.7	
		7 15 a	4.5	1 17 a	2.4	

POST OFFICE.

Registered and Parcel Mails are closed 15 minutes earlier than the time given below unless otherwise stated, and where mails are advertised to close before 9 a.m. registered and parcel mails are closed at 5 p.m. on the previous day.

INWARD MAILS.

THURSDAY, March 11.
Straits—Per LAKE FAULK.
Europe via Suez—Per JASON.
FRIDAY, March 12.
Shanghai—Per ICHANG.
SATURDAY, March 13.
Europe (via Negapatam)—Per PELEUS.
Straits—Per WAKASA MARU.
Shanghai—Per TOTTORI MARU.
SUNDAY, March 14.
Straits—Per HEIMEI MARU.
Japan—Per TAJIMA MARU.
MONDAY, March 15.
Bombay—Per NAGANO MARU.
TUESDAY, March 16.
Shanghai and Japan—Per CALCUTTA MARU.
WEDNESDAY, March 17.
Shanghai and Japan—Per SHIDZUOKA MARU.
MONDAY, March 22.
Australia and Manila—Per NIKKO MARU.

OUTWARD MAILS.

THURSDAY, March 11.
Japan via Nagasaki, Canada, United States, Central and South America & *EUROPE via SAN FRANCISCO — Per BONDOWOSO. Registration 5 p.m. Letters 5 p.m.
Haiphong—Per HAIMUN, 5 p.m.
Hoihow and Haiphong—Per TAKSANG 5 p.m.
Saigon—Per FAUSANG, 5 p.m.
FRIDAY, March 12.
Philippine Islands—Per YUENSANG, 2 p.m.
Shanghai, North China—Per TEAN, 3 p.m.
Shanghai, North China—Per KWEILIN, 5 p.m.
SATURDAY, March 13.
Swatow, Amoy and Formosa via Takao—Per SOSHU MARU, 9 a.m.
Haiphong, Saigon—Per LAKE GILPEN, 9 a.m.
Japan via Moji, Honolulu and *San Francisco—Per ANYO MARU, 11 a.m.
Weihaiwei and Tientsin—Per KUEICHOW, 2 p.m.
Tientsin—Per CHEONGSHING, 5 p.m.
*Shanghai, *North China — Per CHOYSANG, 5 p.m.
SUNDAY, March 14.
Swatow, Amoy and Formosa via Keelung—Per AMAKUSA MARU, 9 a.m.
TUESDAY, March 16.
*Swatow & *Bangkok—Per CHENGTU, 8 a.m.
Swatow, Amoy and Foochow—Per HAIHONG, Noon.
Amoy, *Shanghai and *North China—Per ICHANG, 3 p.m.
WEDNESDAY, March 17.
Shanghai, North China, Japan via Nagasaki, Canada, United States, Central and South America and *EUROPE via VANCOUVER B.C. — Per FUSHIMI MARU. Registration 8.45 a.m. Letters 9.30 a.m.
THURSDAY, March 18.
Straits, Bangkok, Ceylon, *Mauritius, L. Marquis, South Africa, India via Dhanushkodi, Egypt and EUROPE via MARSEILLES—Per SHIDZUOKA MARU, Registration 9.45 a.m. Letters 10.30 a.m.
FRIDAY, March 19.
Swatow, Amoy and Foochow—Per HAICHING, noon.
MONDAY, March 22.
Chefoo and Dairen—Per HSIN PING ON. Noon.
TUESDAY, March 23.
Japan via Nagasaki—Per NIKKO MARU, 10 a.m.
THURSDAY, March 25.
Shanghai, North China and Japan via Kobe—Per TAMBA MARU, 10 a.m.
SUNDAY, March 28.
Philippine Islands, Australia and New Zealand via Thursday Island—Per TANGOO MARU, Registration 9 a.m. Letters 9 a.m.

MOVEMENTS OF STEAMERS.

The C.P.O.S. Co's R.M.S. *Empress of Asia* arrived at Shanghai on 9th March 3 p.m. left there 10th March Noon due at Manila on 6 a.m. 13th March.

The N.Y.K. s.s. *Tottori Maru* (New York) Line left Shanghai for this port on the 10th March and is expected here on the 13th March.

The N.Y.K. s.s. *Wakasa Maru* (Liverpool Line) left Singapore for this port on the 7th March and is expected here on the 13th March.

The N.Y.K. s.s. *Tojima Maru* (American Line) left Moji for this port on the 9th March and is expected here on the 14th March.

The N.Y.K. s.s. *Heimei Maru* (Calcutta Line) left Singapore for this port on the 7th March and is expected here on the 14th March.

The N.Y.K. s.s. *Calcutta Maru* (Liverpool Line) left Moji for this port on the 10th and is expected here on the 15th March.

The N.Y.K. s.s. *Nagano Maru* (Bombay Line) left Bombay for this port direct on the 27th Feb., and is expected here on the 15th March.

The N.Y.K. s.s. *Calcutta Maru* (Liverpool Line) left Kobe for this port on via Moji and Shanghai on the 7th March and is expected here on the 16th March.

The N.Y.K. s.s. *Shidzuoka Maru* (European Line) left Kobe for this port via Moji and Shanghai on the 8th March and may be expected here on the 17th March.

The C.P.O.S. Co's R.M.S. *Montcalm* left Vancouver for Hongkong, via Japan port, Shanghai and Manila, on the 19th Feb., and is due here on or about the 18th March.

The N.Y.K. s.s. *Nikko Maru* (Australian Line) left Sydney for this port via Manila on the 3rd March and is expected here on the 22nd March.

The N.Y.K. s.s. *Tamba Maru* (European Line) left London for this port via Suez on the 14th Feb. and is expected here on the 24th March.

The N.Y.K. s.s. *Mishima Maru* (European Line) left London for this port via Suez on the 28th Feb., and is expected here on the 5th April.

The N.Y.K. s.s. *Toyooka Maru* (European Line) left London for this port via Suez on the 25th Feb., and is expected here on the 7th April.

Spend your Evenings in a "WALLA WALLA" Launch.

NOTICES.

"SOLIGNUM"

THE ONLY REMEDY AGAINST DESTRUCTION OF WOODWORK BY WHITE ANTS AND DRY-ROT.

"SOLIGNUM"

DOES NOT EVAPORATE, CRACK OR PEEL, BUT SEARCHES RIGHT INTO THE WOOD.

Sole Agents:

ARNHOLD BROTHERS & Co., Ltd.
1A, Chater Road. Phone 1500.

EMBLEM MOTOR CYCLES



A LIGHTWEIGHT OF GRACE AND QUALITY AS GOOD AS IT LOOKS.

SOLD COMPLETE WITH ACCESSORIES.

Manufacturers' Representative

UNION ENGINEERING CO., LTD.

OFFICES and SHOWROOM: 13, Chater Road.

ROUND THE ISLAND OF HONGKONG
BY
THE BREEZY GARAGE MOTOR CARS
AT
THE SPECIAL REDUCTION PRICE
(ONLY ONE ROUND, NO STOP ON THE JOURNEY.)

Chandler 7 passenger Car - - $12.00
Hudson 7 passenger Car - - $12.00
Oakland 5 passenger Car - - $ 8.00

BREEZY GARAGE Phone 2499
(opposite Central Market)
BRANCH DEPOT Phone 3473
(opposite The Sun Co.)

TRAGIC DEATH IN SHANGHAI.

M. DUSSELDORP'S UNHAPPY END.

The death occurred on March 4, i peculiarly tragic circumstances of M. Maurice Dusseldorp, manager of the Shanghai branch of L'Epargne Franco-Chinoise, who died as the result of a bullet wound in the head supposed to have been self-inflicted. It appears that M. Dusseldorp, who was formerly the Chief of Police in the Russian Concession in Tientsin, which position he left to join L'Epargne Franco-Chinoise, addressed letters to a number of people in Shanghai, in which he hinted at his death, stating that it would be for purely personal reasons and having nothing to do with the firm with which he was engaged. Somewhere about the tiffin hour, M. Dusseldorp was seen walking along the Rubicon road by natives, reading a newspaper. Some time after 2 p.m. a report was made to the police of the International Settlement, to the effect that a foreigner was lying dead at the side of the road, about a quarter of a mile past the Hungjao Golf Club. Police were at once despatched to the scene and on arrival they found the body of M. Dusseldorp. From the position in which he was found it would appear that he sat at the side of the road for some little time reading the newspaper, after which he apparently took out small calibre automatic pistol and, using his left hand, shot himself above the left ear causing a wound from which death resulted. The body was still warm when discovered and from general appearance he seemed to have been not long dead. The chief detective officers of both the International Settlement and the French Concession were speedily on the spot and the body was subsequently removed to the public mortuary. M. Dusseldorp left his hotel shortly after 9 p.m. on Wednesday and did not returned to it that night.

In addition to the letters which he wrote and sent out by post a number of others were found in his pocket together with a small sum of money. The deceased was embarrassed seriously in connexion with his personal finances.

M. Dusseldorp arrived in Shanghai the first half of last year to take over control of the Shanghai branch of his genial manners and generally happy nature endeared himself to a very large number of friends.

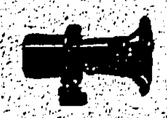
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Lamps and Horns



Good Year Tyres



ALEX. ROSS & CO.
Phone 2467.
25, Des Voeux Road Central.

ENTERTAINMENT.

THEATRE ROYAL
HONGKONG.

BY ARRANGEMENT WITH AFRICAN THEATRES, LTD. MIDDLE EAST FILMS, LTD. Present THE GREAT ENGLISH ACTRESS

MARIE TEMPEST

In association with

GRAHAM BROWNE,

In a Repertoire of Famous "Tempest" Comedies.

"AN EPOCH IN THE DRAMATIC HISTORY OF THE FAR EAST."

OPENING THURSDAY, MARCH 18th 1920. With W. Somerset Maugham's Comedy

PENELOPE

"It is long since one has heard such spontaneous laughter—such hushed silence or such genuine outbursts of applause.—"The Statesman."

FRIDAY, MARCH 19th
THE MARRIAGE OF KITTY
By Cosmo Gordon Lennox.
"There is a laugh in every line."—"The Statesman."
"The most distinguished company that has visited India."—"The Englishman."
"The acting is brilliant."—"The Times of India."
"The lesser lights shine gloriously."—"Bombay Chronicle."

SPECIAL MATINEE:
SATURDAY, MARCH 20th at 5.15 p.m.
PENELOPE
and at 9.15 p.m.
THE MARRIAGE OF KITTY.

MONDAY & TUESDAY, MARCH 22nd & 23rd
The Delightful Romantic Comedy
THE DUKE OF KILLICRANKIE
By Captain Robert Marshall.
"A perfect Gem of Comedy."—"The Statesman."

WEDNESDAY & THURSDAY, MARCH 24th & 25th
COUSIN KATE
By Hubert Henry Davis.
"A flawless performance."—"The Statesman."
"It held us spellbound."—"Times of India."
"A thing of beauty and a joy for ever."—"Bombay Chronicle."

FRIDAY, MARCH 26th
OUTCAST
An Indictment, By Hubert Henry Davis.
"Never have we witnessed finer emotional acting."—"Times of India."

SPECIAL MATINEE:
SATURDAY, MARCH 27th at 5.15 p.m.
OUTCAST
And at 9.15 p.m.
Mrs. DOT
By W. Somerset Maugham.
"Marie Tempest IS Mrs. Dot. Nobody else could play it."—"The Statesman."

MONDAY, MARCH 29th
Mrs. DOT.

TUES., AND WEDNESDAY, MARCH 30th & 31st.
AT THE BARN
A Delightful English Comedy.
By Anthony Wharton.
"Presented with a finish that only such perfect artistes are able to supply."—"The Englishman."

BOOK ALL YOUR SEATS NOW!
Prices $6.00 & $5.00.
Plans open at Moutrie's FRIDAY Morning March 12th.
SPECIAL NOTICE.—During the Tempest Season the curtain will rise promptly at 9.15 and for the comfort of all concerned will you please be seated before that time.
Management:—WILFRED COTTON.

ENTERTAINMENTS.

A SUPER-PRODUCTION
AT
ORDINARY PRICES
VIOLA DANA IN BLUE JEANS IN SEVEN REELS
TO-NIGHT
AT
THE CORONET

THE VICTORIA THEATRE.
TO-NIGHT! at 5.15 & 7.15 p.m. TO-NIGHT!
"WIVES OF MEN."
9.15 p.m.
Miss OLGA STEFFANOVICH
THE CHAMPION RUSSIAN DANCER
IN
HER LATEST CLASSIC DANCE.
GEORGE B. SEITZ AND MARGUERITE CURTOT
IN
"BOUND & GAGGED"
Episodes 1 "THE WAGER" Episodes 2 "OVERBOARD"

TEL. 2511. HONGKONG THEATRE. TEL. 2511.
TO-NIGHT! at 5.15 & 9.15 p.m. TO-NIGHT!!
WILLIAM S. HART
IN
"BETWEEN MEN"
A Gripping Drama in Five Parts.

TEL. K307 or TEL. K3. 43, Haiphong Road, Kowloon.
THE PALACE MOTOR CAR COMPANY,
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STUDEBAKER, CADDALAC, BUICK, OVERLAND & HUDSON.
Best Cars for Hire and for Sale at reasonable Rates.
Expert Drivers. Moderate Price.

SHIPS DUE TO ARRIVE.

FROM EUROPE.

The s.s. PELEUS, due here Mar. 12 from Europe and sails for Japan via Tsingtau and Shanghai Mar. 13.

The s.s. LYCAON, due here Mar. 12 from Europe and sails for Japan via Shanghai Mar. 13.

The s.s. MENTOR, due here Mar. 14 from Europe and sails for Shanghai and Japan, Mar. 15.

The s.s. KERMUN, due here Mar. 27 from Europe and sails for Tsingtau and Japan, Mar. 28.

The s.s. NORE, left London Feb. 12 and is due here via Colombo, Penang and Singapore Mar. 28.

The s.s. TELEMACHUS, due here April 5 from Europe and sails for Shanghai and Japan, April 6.

The s.s. STENTOR, due here Apr. 7 from Europe and sails for Japan Apr. 8.

The s.s. RHESUS, due here April 8 from Europe and sails for Shanghai and Japan, April 10.

The s.s. EURYADES, due here Apr. 17 from Europe and sails for Japan via Tsingtau Apr. 18.

The s.s. TEUCER, due here Apr. 22 from Europe, and sail for Yokohama via Tsingtao, Nagasaki, Moji and Kobo, Apr. 23.

The s.s. LAERTES, due here Apr. 27 from Europe and sails for Shanghai Apr. 28.

The s.s. TYDEUS, due here May 4 from Europe and sails for Japan via Shanghai May 5.

FROM AMERICA.

The s.s. MONTEAGLE, left Vancouver Feb., 19, and is due here via Japan Shanghai and Manila, Mar. 18.

The s.s. IXION, left Seattle Mar. 11 and is due here via Tsingtao, Japan and Manila, April 20.

The s.s. PROTESILAUS, leaves Seattle April 7 and is due here via Japan and Manila, May 9.

FROM AUSTRALIA.

The s.s. NIKKO MARU, left Sydney Mar., 3, and is due here via Manila Mar. 22.

The s.s. ST. ALBANS, left Melbourne Mar. 8 and is due here via Sydney, Brisbane, Townsville, Cairns, Thursday Island, Sandakan and Manila, Apr. 9.

FROM CALCUTTA.

The s.s. HEIMEI MARU, left Calcutta Feb., 23, and is due here via Rangoon and Singapore Mar. 14.

The s.s. MADRAS, left Calcutta Feb. 29 and is due here via Rangoon, Penang and Singapore Mar. 15.

The s.s. GREGORY APCAR, left Calcutta Mar. 10 and is due here via Rangoon, Penang and Singapore Mar. 25.

FROM BOMBAY.

The s.s. NAGANO MARU, left Bombay Feb., 27, and is due here direct Mar. 15.

FROM MANILA.

The s.s. TYNDAREUS, leaves Manila Feb. 29 and is due here Mar. 2, sailing for Seattle via Kobe and Yokohama Mar. 14.

The s.s. IXION, leaves Manila Apr. 18 and is due here Apr. 20.

The s.s. PROTESILAUS, leaves Manila May 7 and is due here May 9.

FROM JAPAN.

The s.s. TAJIMA MARU, left Yokohama Mar., 5, and is due here via Kobe and Moji March 13.

The s.s. CYCLOPS, left Yokohama Mar. 5 and is due here direct, Mar. 13.

The s.s. ARRATOON APCAR, left Kobe Mar. 8 and is due here via Moji, Mar. 14.

The s.s. CALCUTTA MARU, left Kobe Mar., 7, and is due here via Moji and Shanghai Mar. 16.

The s.s. HYSON, leaves Yokohama Feb. 28 and is due here Mar. 15, sailing for London via Singapore Mar. 16.

The s.s. BANCA, left Yokohama Mar. 8 and is due here via Kobe, Moji and Shanghai Mar. 22.

The s.s. JAPAN, leaves Kobe Mar. 22 and is due here via Moji Mar. 28.

The s.s. KNIGHT COMPANION, leaves Yokohama Mar. 23 and is due here via Kobe Apr. 6, sailing for Liverpool via Singapore Apr. 7.

The s.s. KHIVA, leaves Yokohama Mar. 25 and is due here via Kobe, Moji and Shanghai Apr. 3.

The s.s. MADRAS, leaves Kobe Mar. 31 and is due here via Moji Apr. 6.

The s.s. TITAN, leaves Yokohama Apr. 2 and is due here April 12, sailing for Liverpool via Singapore Apr. 15.

The s.s. GREGORY APCAR, leaves Kobe Apr. 10 and is due here via Moji Apr. 16.

The s.s. LYCAON, leaves Yokohama Mar. 27 and is due here via Kobe and Shanghai Apr. 12, sailing for London via Singapore April 13.

The s.s. AJAX, leaves Yokohama Mar. 27 and is due here via Kobe and Shanghai Apr. 18.

The s.s. ST. ALBANS, leaves Kobe Apr. 20 and is due here via Moji Apr. 25.

The s.s. MENTOR, leaves Yokohama Apr. 10 and is due here via Kobe and Shanghai Apr. 25.

FROM SHANGHAI.

The s.s. DUNDRA, left Shanghai Mar. 13 and is due here via Weihaiwei Mar. 15.

The s.s. HYSON, leaves Shanghai Mar. 15 and is due here Mar. 18.

The s.s. CHARLTON HALL, leaves Shanghai Mar. 15, is due here Mar. 18 and sails for New York via Singapore, Panama and Havana, Mar. 20.

The s.s. HECTOR, leaves Shanghai Mar. 18 and is due here Mar. 21, sailing for Liverpool via Singapore Mar. 22.

The s.s. EURYPYLUS, leaves Shanghai 25 and is due here Mar. 23.

The s.s. EURYPYLUS, leaves Shanghai Mar. 25 and is due here Mar. 28, sailing for London via Singapore Mar. 30.

The s.s. JASON, leaves Shanghai Apr. 5, is due here Apr. 8 and sails for New York via Singapore and Suez, Apr. 10.

The s.s. RHESUS, leaves Shanghai Apr. 15 and is due here Apr. 18.

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